

James Landry

From: [REDACTED]
Sent: Wednesday, February 23, 2022 10:10 AM
To: James Landry
Subject: roundabouts

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Regarding the roundabout at Cline and 231, I have a few suggestions.

1. Gather data on the current accident rate.
2. Gather data from other roundabouts in the area, like Calumet Ave., Roosevelt Ave. and Vale Park Ave in Valparaiso.
3. Don't even try five-way intersections, especially ones with arrows pointing "In" on exit lanes. (Or is the one in Valpo "Out" on an entrance lane?)
3. Try site lines from the point of view of little women in sports cars, not big men in monster trucks.
4. Give lots of tickets to people in Black SUV's. Less on slow moving, confused ladies who get rear-ended by them. (Even if the drivers of the former are cute blondes, they don't get to go 45 mph.
5. Keep diversity data to show tickets are race, gender, age, and political affiliation neutral.
6. Don't use cute streetlights that point only down in a cone of light. (People who are field dependent judge where they are at from adjacent features, like buildings, trees, Nipsco substations and the like. (Check with nearby PUN psych department for an understanding of field dependency vs field independency; studies indicate differences in gender).
7. Make the circles bigger to accommodate those who process geometry slower as they age.

Please keep my comments anonymous, as I really love Valpo. It's just that my relatives won't visit anyone who lives on a street with five roundabouts.

James Landry

From: Janowski, Joel J <janowjj@lakecountyin.org>
Sent: Wednesday, February 23, 2022 10:13 AM
To: James Landry; mgrylewicz@indot.in.gov; Emerson, Bill J; Duane Alverson
Cc: Juan Lopez
Subject: in reference to the proposed reconstruction of Cline and Indiana Rt. #231
Attachments: F-30.pdf

You don't often get email from janowjj@lakecountyin.org. [Learn why this is important](#)

Hello,

Be it known as of this date that you are now aware that there is a Section Corner Lake County designation F-30 [see attached file] at this location.

Any plans for any improvements to this intersection must include the perpetuation for the location of this Government Section Corner.

Public hearing to be held regarding U.S. 231 and Cline Ave

LAKE COUNTY, Ind. - The Indiana Department of Transportation and Troyer Group will hold a public hearing the evening of Wednesday, March 9 regarding a proposed intersection improvement project at U.S. 231 and Cline Avenue.

The purpose of the public hearing is to offer all interested persons an opportunity to comment on current preliminary design plans to modify this intersection. As currently proposed, the project involves converting the signalized intersection into a roundabout. Construction is currently slated for 2024, which is subject to change. The project would cost an estimated \$2.7 and will be entirely state funded.

The need for this project stems from the intersection's existing safety deficiencies. The intersection sees a high rate of traffic crashes and injuries, due in part to the current intersection geometry. The purpose of the proposed project is to increase operational safety at the intersection and to reduce the frequency of severe crashes at this location.

The public hearing will begin at 6:00 p.m. CST at Suncrest Christian Church, 10009 Parrish Ave, St. John, IN 46373. Project representatives will be available to answer questions during an open house beginning at 5:00 p.m. and again after the presentation. Public statements for the record will be taken as part of the public hearing procedure.

The meeting will also be streamed live on the [INDOT Northwest Facebook page](#) for interested parties who cannot attend in person.

Written comments may be submitted prior to the public hearing or within a two-week comment period after the meeting to Troyer Group, Attn: James Landry, 3930 Edison Lakes Pkwy, Mishawaka, IN 46545, email address: jlandry@troergroup.com or to Michael Grylewicz, INDOT Project Manager at INDOT LaPorte District, 315 E. Boyd Rd., LaPorte, IN 46350, email address: mgrylewicz@indot.in.gov. INDOT respectfully requests all comments be submitted by 5:00 PM CT, March 23, 2022.

Thank you,

jjj

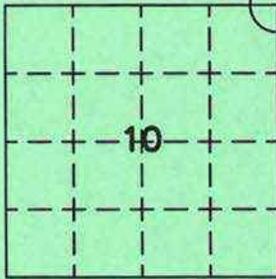
Joel J. Janowski
Field Crew Supervisor

Office of the Lake County Surveyor
Bill Emerson, Jr. P.E. - County Surveyor

2293 North Main Street
Crown Point , Indiana 46307
Office 219-755-3745
Fax 219-755-3750
janowjj@lakecountyin.org
www.lakecountyin.org

Please consider the environment before printing this e-mail

COR. I.D. = F-30



CORNER RECORD LAKE COUNTY, IN.

OFFICE OF THE COUNTY SURVEYOR
2293 N. MAIN ST. CROWN POINT, IN 46307 219-755-3745

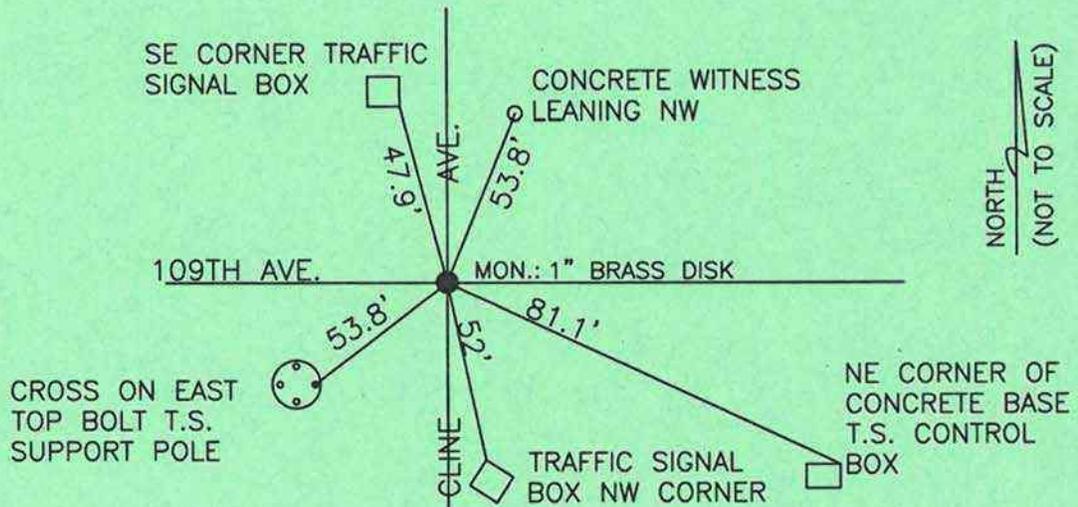
DATE: 01/15/13
PREPARED BY: JUAN LOPEZ
FIELD CREW: JOEL JANOWSKI, MARK SOPATA, JAKE FEHRMAN

SEC. NE 10, 34TN., R.9W.

ALSO NW SEC. 11, 34TN., R.9W.
ALSO SE SEC. 3, 34TN., R.9W.
ALSO SW SEC. 2, 34TN., R.9W.

HANOVER TOWNSHIP

I.S.P.C. WEST ZONE, NAD 83 HOR. NAVD 88 VERT. COORDINATES: N=2248554.2, E=2857353.4, Z=727.1'
SURFACE MARK: 1" BRASS DISK MONUMENT IN 4" SLEEVE, 3" BELOW SURFACE
EPOCH 50 USING INDIANA NETWORK



F-30

F-30

SURVEYOR'S REPORT:
REWITNESSED PREVIOUSLY PERPETUATED CORNER. DLZ'S COORDINATES WERE HELD FOR SECTION CORNER.

RW Dillon

WAID DILLON
INDIANA REG. LAND SURVEYOR #29500005



James Landry

From: Carl Lisek [REDACTED]
Sent: Wednesday, February 23, 2022 11:11 AM
To: James Landry
Subject: Re: Drive Clean Indiana

You don't often get email from [REDACTED]. [Learn why this is important](#)

James,

Thank you for your quick reply!

We work a lot with NIRPC and MACOG specifically and run their GREEN FLEET PROGRAMS!

Funny you should mention 231 and Cline, I do live very close and utilize that exchange almost every day. Very dangerous!

Our main office is located in St. John off of 41 and we also have offices at Purdue Tech Center in Indy as well as another office in Evansville. Obviously we are not against round-a-abouts but struggle with driver ignorance.

Yes, I think there are many opportunities for us to work together especially with all the upcoming funding for infrastructure and equipment.

Carl

From: James Landry <jlandry@troyergroup.com>
Date: Wednesday, February 23, 2022 at 12:04 PM
To: Carl Lisek [REDACTED]
Subject: RE: Drive Clean Indiana

Carl,

Thank you for reaching out to us. You're correct that we have been involved with a number of INDOT projects lately. We also work with several Local Transportation Agencies for counties and cities across North Indiana. I've passed your email on to our Company President, John Leszczynski, and Executive Director of Transportation, Stephan Summers. They would have to sign off on any involvement we may have, so I decided to loop them in early. If Troyer Group would like to start that conversation, either a) one of them will reach out, or b) they'll give me the go-ahead to set something up.

In the meantime, we do have an upcoming project with INDOT to install a roundabout at US 231 and Cline Ave in Lake County. You may have seen one of the recent press releases about a public hearing for the project either on INDOT's website or in the Northwest Indiana Times. We're accepting comments for the official record for this project from now until March 23, so if you or your organization have any feedback you'd like to offer for the project please let me know. You can find more information on that particular project here - <https://www.in.gov/indot/about-indot/central-office/welcome-to-the-laporte-district/us-231-at-cline-ave-intersection-improvement/>

Thank you,

James Landry | Manager – Environmental Services
jlandry@troyergroup.com | c [256.633.0283](tel:256.633.0283) | troyergroup.com



From: Carl Lisek [REDACTED]
Sent: Wednesday, February 23, 2022 10:33 AM
To: James Landry <jlandry@troyergroup.com>
Subject: Drive Clean Indiana

You don't often get email from clisek@drivecleanindiana.org. [Learn why this is important](#)

James,

Good Morning, we are working with the various state agencies on development and deployment of upcoming grant endeavors for the State of Indiana. I understand that you work with a variety of INDOT projects. Was hoping to have a call with you to discuss the Troyer Group becoming involved with our endeavors across the State of Indiana. We are a 501c3 Statewide entity as well part of the National Department of Energy Clean Cities Program thru the USDOE Vehicle Technology Office <https://cleancities.energy.gov>

Would enjoy the opportunity to recommend your services to companies throughout our State as we work to implement new cleaner mobility opportunities.

Carl

Carl Lisek | Executive Director
Drive Clean Indiana/South Shore Clean Cities, Inc.
10115 Ravenwood Drive, Suite B, Saint John, IN 46373
(O) 219-644-3690 | (C) 630-207-1760
Email: [REDACTED]
Website www.drivecleanindiana.org

James Landry

From: FRANK LENDABARKER [REDACTED]
Sent: Wednesday, February 23, 2022 12:25 PM
To: James Landry
Subject: US 231 & Cline Ave roundabout

You don't often get email from [REDACTED] [Learn why this is important](#)

I live in the rapidly growing subdivision NW of this intersection. I can't stress enough how imperative it is for this (and 231/Parrish) to be TWO LANE roundabouts. (ASAP)

Thank you for your time and consideration, (if you actually read these)

Frank Lendabarker
[REDACTED]

James Landry

From: Richard Putz [REDACTED]
Sent: Sunday, February 27, 2022 10:37 AM
To: James Landry
Subject: roundabout

Follow Up Flag: Follow up
Flag Status: Completed

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I totally support the roundabout for the intersection of 231 and Cline Ave.
We have them in other places and they reduce traffic and are safe.
I have traveled to six continents and have experienced roundabouts worldwide and they are safe and convenient.

i live in St John about inbetween Parrish and Cline.

Actually I would like a roundabout at Parrish and 231 also, that intersection is horrible with left hand turns.

Peace, solidarity, and all that is good

Richard

Richard C Pütz
[Innovate | Educate | Collaborate.](#)

[REDACTED]

<https://www.innovate-educate-collaborate.com>
(Virtual Keynotes/Workshops, Book Clubs)
Twitter: [REDACTED]
Blog Post [REDACTED]

"I would trade all of my technology for an afternoon with Socrates." Steve Jobs, 2001

.....
The Currency of human contact is stories! People remember what they "see" in their minds.

James Landry

From: Karl [REDACTED]
Sent: Tuesday, March 1, 2022 3:11 PM
To: James Landry
Subject: Route 231 and Cline Ave. Roundabout

Follow Up Flag: Follow up
Flag Status: Completed

You don't often get email from [REDACTED] [Learn why this is important](#)

Mr. Landry,

I was able to attend the November 2019 meeting on the above Roundabout, which outlined the general arrangement and objectives of the roundabout. Have preliminary plans been developed to show the now, proposed roundabout geometry? At the time of the meeting, there were still discussions on both proposed roadway widths to accommodate the now more populated surroundings.

Will you be able to address the impact on traffic merging 231 from intersections such as Bell and Hanley, east of the Cline intersection and the extent of the widening of Route 231?

During the November 2019 meeting, comments were also raised regarding the Parrish and Rt. 231 intersection. Presently right turn lanes have been added and I'm certain the accident rate is still rather high since cars bypass traffic when left turn cars stop through traffic. It would appear that the Parrish traffic control and the Rt. 41 traffic control will result in heavy traffic loads on the proposed roundabout. Has your office run any traffic simulations addressing present conditions and future traffic loadings as the region residential construction expands in the local area. I would be interested to hear of any results of such studies.

I happen to be quite familiar with the affected intersection and remember when just stop signs met the traffic requirements. Certainly the traffic increased as people relocated from Illinois and expanded the Crown Point, Cedar Lake and St. John communities. Your studies, I'm certain documented "rush-hour" traffic that presently appears to be quite extensive in both E-W directions which primary was unidirectional about 10 years ago. Do you plan on any traffic re-routs to lower the traffic traversing the proposed roundabout.

During the meeting, will you or anyone from Lake County be able to address the local zoning surrounding and leading into the roundabout? Will it become residential, commercial or remain farming and for how long?

Please do share any comments I made with those that you feel have zoning responsibilities that address this location and can address the question during the meeting.

Respectfully,

Karl Koenig
[REDACTED]

James Landry

From: Jim Kendall [REDACTED]
Sent: Friday, March 4, 2022 11:26 AM
To: James Landry
Subject: Roundabout (231 and Cline Ave.)

Follow Up Flag: Follow up
Flag Status: Completed

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The existing interchange is a nitemare. Why the state didn't include turning lanes when the stop lights were installed is beyond me. I'm glad the intersection is going to be improved. I hope the roundabout is large enough to handle the amount of daily traffic.

What is the state going to do about 231 and Parrish Ave. intersection? It's just as bad as 231 & Cline.

--

James S. Kendall
[REDACTED]

James Landry

From: Jen Faulkner [REDACTED]
Sent: Tuesday, March 22, 2022 10:43 AM
To: James Landry
Subject: 231 & Cline roundabout endorsement letters
Attachments: Kevin Roundabout endorsement.pdf; Jack Roundabout endorsement.pdf

You don't often get email from [REDACTED] [Learn why this is important](#)

Good Morning Mr. Landry,

Attached you will find two endorsement letters for the roundabout project proposed for 231 & Cline. If you need any additional information, please let me know.

Thank you,

Jen Faulkner | Office Manger



schillingdevelopment.com



DEVELOPING CHICAGO LAND FOR
OVER **120** YEARS

Kevin Hunt
General Counsel
Ext. 1740

Troyer Group
Attn: James Landry
3930 Edison Lakes Pkwy
Mishawaka, IN 46545
(574) 259-9976
jlandry@troyergroup.com

March 22, 2022

Re: Roundabout Endorsement

Dear Mr. Landry:

My name is Kevin Hunt and I am General Counsel for Schillings a building materials supplier in St. John, Indiana. As a business in the area of the proposed improvements, we enthusiastically support a roundabout at the intersection of US231 and Cline Avenue. We employ over 150 employees in the area and coordinate a logistics division out of our St. John location. We have dozens of delivery trucks on the road and numerous employees visiting customers and job sites. We have seen firsthand the problems with unsafe driving conditions and poor transportation infrastructure. We are very proactive for driver safety and support public improvements that share that goal. Among other intersections, the intersection at US231 and Cline Avenue is deficient for the amount of traffic that traverses it every day. As a building materials supplier, we are aware that there will be future residential and commercial growth in that corridor.

We feel the improvements are beneficial to the area because it is necessary to improve the safety and quality of life while continuing to increase growth.

Sincerely,
Schillings



Kevin Hunt



March 22, 2022

Troyer Group
Attn: James Landry
3930 Edison Lakes Pkwy
Mishawaka, IN 46545
(574) 259-9976
jlandry@troyergroup.com

RE: Roundabout Endorsement

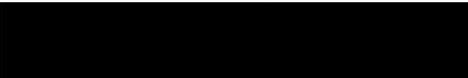
Dear Mr. Landry:

My name is Jack Slager, and I am the Development Manager for Schilling Development, one of Northwest Indiana's largest land developers. In addition to numerous past and present residential developments, we own thousands of acres of vacant land slated for future residential and commercial development. As a landowner in the area of the proposed improvements, we enthusiastically support infrastructure improvements, including a roundabout, at the intersection of US 231 and Cline Avenue. We have seen firsthand the problems with unsafe driving conditions and poor transportation infrastructure. We are proactive for driver safety and support public improvements that share that goal. Among other intersections, the intersection at US 231 and Cline Avenue is deficient for the amount of traffic that traverses it every day. As a local land developer, we are aware that there will be future residential and commercial growth in that corridor that will exacerbate the situation.

We feel that the proposed improvements are essential to continued growth in the area and will help to improve safety and quality of life for current and future residents. Please proceed with the intersection improvements as soon as possible. Feel free to contact me with any questions or concerns.

Sincerely,

Jack A. Slager
Development Manager



James Landry

From: Mary Kolodzej [REDACTED]
Sent: Wednesday, March 9, 2022 2:39 PM
To: James Landry; mgrylewicz@indot.in.gov
Subject: US 231 at Cline Project

You don't often get email from [REDACTED] [Learn why this is important](#)

Hello,

I am writing to express my concern to the proposed roundabout at the above mentioned intersection. I have lived in Crown Point 30 years and have travelled on 231 everyday twice a day. I cannot fathom how a roundabout at this spot would not be deadly. Heavy traffic traveling 40-50 mph merging to almost a complete stop seems ridiculous. The roundabout on 133rd just south of this location is a death trap. EVERYONE thinks they have the right of way!

For this reason, I ask that you please reconsider adding a left and right turn lane at 231 and Cline as well as 231 and Parrish.

Thank you,
Mary B. Kolodzej

James Landry

From: Sarah Moore <sarah.moore@cedarlakein.org>
Sent: Thursday, March 10, 2022 11:17 AM
To: James Landry; Ishrader@indot.in.gov
Subject: INDOT Des. No. 1700022 - 231/Cline Proposed Roundabout Plan
Attachments: indot.pdf

Follow Up Flag: Follow up
Flag Status: Completed

You don't often get email from sarah.moore@cedarlakein.org. [Learn why this is important](#)

Good morning:

Please see the attached statement for records regarding the Project Open House & Public Meeting regarding the proposed roundabout plan on 231/Cline.

If you have any questions, please let me know.

Thank you,



Sarah Moore

Administrative Assistant to the Chief of Police

Phone: 219-374-5416 Ext 111

Address: 7408 Constitution Ave | PO Box 305
Cedar Lake, IN 46303

Website: www.cedarlakein.org



INDIANA DEPARTMENT OF TRANSPORTATION

Thank you for attending this evening’s public hearing regarding the proposed intersection improvement at US 231 and Cline Ave, Lake County. Please submit comments by using the space provided below. INDOT appreciates your attendance and participation this evening.

TODAY’S DATE: Wednesday March 9, 2022

Please submit comments by Wednesday, March 23 for inclusion into the project record:

On March 9, 2022, I attended the Public Hearing for the proposed Roundabout at Cline/231. I am originally from north-central Indiana and roundabouts are quite common in the area in which I traveled and frequented, so I was a bit surprised moving to NWI that there were not more of them and surprised how opposed individuals in the community are towards them. I live in St. John and travel Cline &/or Parrish at least 4-6 times daily to/from work in Cedar Lake. Both intersections are quite congested and at times have been a bit more alarming to get through/navigate. I have witnessed near miss accidents and with living in the neighborhood, often hear sirens in the area responding to accidents. I am NOT opposed to a roundabout at either location and feel the traffic would slow down, once people are aware of the presence of them. I was a part of the Parrish/Lake Shore Drive roundabout project in Cedar Lake and feel like even a year later there are still individuals that do not know properly how to navigate a roundabout. I feel like it is not as common in the St. John/Cedar Lake area and like other things, change is scary for some people. If a roundabout does not occur at these locations, I would be grateful for any change to help make these intersections not only flow better but offer more safety. I am in agreement with two or three of the individuals that proposed the idea of doing both intersections at the same time. It might entail more work and funding initially, but in the end might actually save if done in conjunction. It would also help those of us who live in the area to not have the intersections torn up for such a long period of time. I understand the concerns of those who are directly impacted with the farm land, historical property and flood concerns. When it rains in that area, there is a tremendous amount of water that does pool in the Cline/231 area and intersection now and can understand their concerns for additional water shed. I was able to review the engineering plan and designs and it looks very thorough and a lot of consideration including the larger trucks &/or fire equipment being able to navigate through the intersection. I am in favor of the roundabout (or if they choose to go another option with traffic signals and turn lane) to make the intersection a safer and more manageable place. I appreciate INDOT and Troyer Group working on a plan and am excited for it to be completed.

PRINTED NAME: Sarah Moore

SIGNATURE: Sarah J. Moore

James Landry

From: Ed Romanski [REDACTED]
Sent: Friday, March 11, 2022 5:25 PM
To: James Landry
Subject: Proposed Roundabout 231& Cline

Follow Up Flag: Follow up
Flag Status: Completed

You don't often get email from [REDACTED] [Learn why this is important](#)

I just learned of this proposed roundabout at US231 & Cline and as someone who travels this route I can tell you it's a bad idea. The speed and volume of traffic at this intersection is way too much for a roundabout. This can only lead to further backups due to the endless number of fender benders this will cause by the confusion of navigating it. Drivers hesitating (stopping) as they pass through it will defeat the purpose.

In my opinion, there needs to be both left & right turn lanes installed at both Cline and Parrish in order to properly alleviate the traffic issues on this stretch of 231. Not a roundabout.

Ed Romanski - Crown Point, IN

James Landry

From: Shirley Moran <shirleym_1714@comcast.net>
Sent: Wednesday, March 16, 2022 1:23 PM
To: James Landry
Subject: 231 & Cline Improvement Project

[You don't often get email from shirleym_1714@comcast.net. Learn why this is important at <http://aka.ms/LearnAboutSenderIdentification>.]

My husband and I attended the meeting on March 9th.

I'm glad we did, we were hearing from many seniors who said that they were against the project. However, we like to attend the meetings and hear and decide for ourselves.

We are in the gates between 109 and 105 and the back of our house faces Cline.

After hearing your presentation and individual feedback we are good with the roundabout.

The roundabout is the best solution.

I look out my window everyday and see the traffic and it is only busy during the rush hour. I actually see it from my couch.

However, when spring and summer are here, young drivers use Cline to drag race. It has already started at night.

Also, we get groups of motorcycles going or coming from Cedar lake who race to make the light, so they don't have to stop.

With the roundabout people will have to slow down.

We don't need another plan.

Thank you.

Sent from my iPhone

James Landry

From: Karl [REDACTED]
Sent: Tuesday, March 22, 2022 7:39 PM
To: James Landry
Cc: 'Leonard Barman'
Subject: Route 231 and Cline Ave. Roundabout - Comments
Attachments: Rt 231 Issues=2.docx

You don't often get email from [REDACTED] [Learn why this is important](#)

Mr. Landry,

Attached are my comments related to the Route231-Cline proposed project after my review of the linked documents you provided and the March 9th. Meeting in St. John, IN.

Call or E-mail if you have any questions.

Respectfully,

Karl Koenig

Retired Engineer

Mr. James Landry

Manager – Environmental Services

Troyer Group

ilandry@troergroup.com

Thank you for providing the Link to the INDOT documents related to the Route 231 and Cline proposed roundabout. It is quite extensive and thorough. I attended the March 9th Public Hearing presentation in St. John and had a chance to discuss some of the INDOT construction planning for the roundabout with, Alan Holderread, one of the INDOT construction engineers.

I reviewed the January 30, 2018 document, prepared by LFA, that addressed a preliminary assessment and the January 3rd, 2022 Environmental Report, proposed plans and related documents. An extensive amount of research and engineering has been performed as is reflected in the documents. Most of the environmental impact work appears can be applied to both of the LFA, “Alternate No.2 and Alternate No.3”. Alternate No.3 was defined as improvements to the existing intersection, including both right and left turn lane for Rt. 231 and Cline Avenue. The work would include widening of the ROW and adding lanes as needed to provide safe traffic through the intersection. This alternate was dismissed due to an additional lane requirement that extended the project length. However the engineering for the roundabout, Alternate No. 2 appears to have a 2-lane approach of approximate same length. Alternate No. 2 was not addressed. **Why Not?** It would have the least construction required and least impact on the motoring public, if properly staged in construction.

In the 2018 preliminary report, the construction plan stages for the roundabout were addressed including an approximate re-route impact on the motoring public during the construction. The following comments were in the 2018 report:

K. Traffic Maintenance

The following provisional recommendation is presented regarding the Maintenance of Traffic during construction. The designer is instructed to revisit and refine this strategy.

The Maintenance of Traffic scheme consists of detouring U.S. 231 traffic as follows:

- The preliminary detour route under consideration is as follows:
 - U.S. 41
 - U.S. 30
 - S.R. 55
- The official detour length will be approximately 16.9 miles, requiring an additional 9.4 miles of travel that equates to a user cost of 4.5 million on an anticipated 75 day closure.

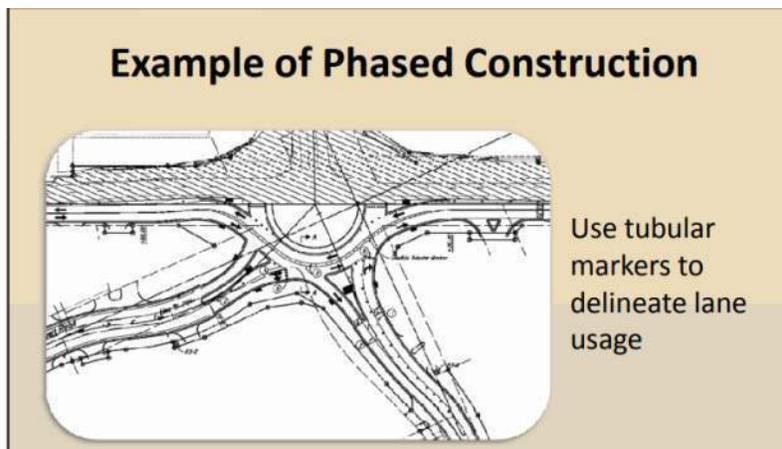
No local detour has been evaluated for Cline Avenue on this project.

According to this, “The designer is instructed to revisit and refine this strategy.”

The 2022 Report did address the strategy, stated the resulting detour lengths and **times** for both the Cline and Route 231 reroute, but failed to provide the monetary impact to the motoring public.

The initial impact was 4.7 million dollars to the motoring public noted as User Cost. The 2022 reroute increased the length and provided the estimated time delays. Based on today's fuel costs only, one can easily predict that the "user Impact" far exceeds the preliminary 4.7 million dollar estimate of 2018. Professionally, I would like to know how this impact is being calculated and what offsetting alternatives have been looked at to minimize the cost impact, which has a major impact on low-income drivers.

INDOT had prepared a lengthy Roundabout Slide Presentation in 2010. It appears that they realized the impact to the user and proposed a two stage design the permitted through traffic on the major impacted roadway. Avoiding an almost \$10,000,000 User cost at about \$490 per driver would justify further investigation before finalizing the plans.



On March 9th, I asked why the phased construction for this round-about could not be changed and was advised that it would cost more to construct. **The Total cost has to take the "User Cost" impact into consideration.** If properly staged, Rt. 231 does not need to be shut down and actually can travel without the Cline Ave. stop, during most of the construction at a safe designated speed. When properly planned, certain 231 traffic, destined for Cline south or north, can be planned and overall benefitting the 231 users in a properly staged, 2 phased construction. It looks like proper planning can provide adequate drainage from the intersection so as not to cause improper drainage that may negatively impact the Barman property.

Overall, Option No. 3 should cost less and have less traffic impact on Route 231, if Cline only is rerouted as noted above. I live far enough away and am familiar with roundabout traffic. As designed it will meet my travel time demands. I'll just have to drive since my wife just doesn't want to drive in one.

Below is a conservative estimate of user cost, based on YOUR reroute length and time duration using a four month shutdown and taking only weekdays into consideration. Calculating, using a 7 day week only increases the User Cost. What is the actual total shut down duration?

Rt. 231 and Cline Roundabout construction Phases User Impact 2022														
	Cost to Construct Per IDT - \$2,457,899							USER IMPACT PER VEHICLE \$489.64						
	Time Frame Months	Time Frame Months	Bypass Miles Cline	Time to Travel Minutes	Vehicles Impacted	Bypass Miles 231	Time to Travel Minutes	Vehicles Impacted	Time Impact Hours	Time Cost Impact	Fuel Impact, Gallons	Fuel Impact Cost		
Phase 1	8-10 Mths	8	4.6	3.45	4970				45,722	\$685,832	182,889	\$822,999		
Phase 2	8-10 Mths	4				10.5	7.875	13952.1	146,497	\$2,197,456	585,988	\$2,636,947		
Sub Totals									192,219	\$2,883,288	768,877	\$3,459,946		
TOTAL USER IMPACT TO BUILD -Time and Fuel											\$ 6,343,234	Not in 2022 Report		
Miles											15377537	cost/mile \$0.19	\$ 2,921,732	Maint./Insurance

Data from Indiana Department of Transportation		Basis of Calculation	
Based on 2022 IDT Daily Vehicular Loading		MPG	20
1. Calculations based on 5 days per week of Travel		MPH	45
2. If calculating 7 days, add approximately 10%		Cost/Gal	\$4.50
From: January 3, 2022 Document- Des 1700022		Cost/Hr	\$15.00
		Min/Mile	0.75

	West APP US 231	North APP Cline Ave	South APP Cline Ave	East APP US 231
2018 ADT (opt)	15,640	3,410	6,190	11,600
2022 ADT (opt)	16,110	3,300	6,380	11,560
2042 ADT (opt)	17,870	3,620	6,890	13,110
2042 DMV (%)	9.2%	13.4%	10.2%	12.8%
Commercial Vehicles (% ADT)	3.6%	3.3%	2.6%	3.9%
Commercial Vehicles (% DMV)	3.4%	3.1%	2.6%	3.8%
Directional Distribution	52%	48%	51%	49%

The March 8th meeting did not address the future planned Zoning around the intersection. The present residential and light commercial expansion from St. John will extend into Cedar Lake and Crown Point. At one point, Cline Avenue was projected to be a 4 lane road from Griffith to Route 231. If traffic activities do increase, will the existing roundabout function correctly? I believe you should look at your traffic projections for 2032 at minimum since the projected life for both alternates is the same yet accommodating increased traffic on Cline can readily be done with a standard intersection.

Since the daily traffic counts, as presented, only reflect overall values, does INDOT have the counts per hour that reflect the "Rush" hour period? And was that considered in the design?

Respectfully,

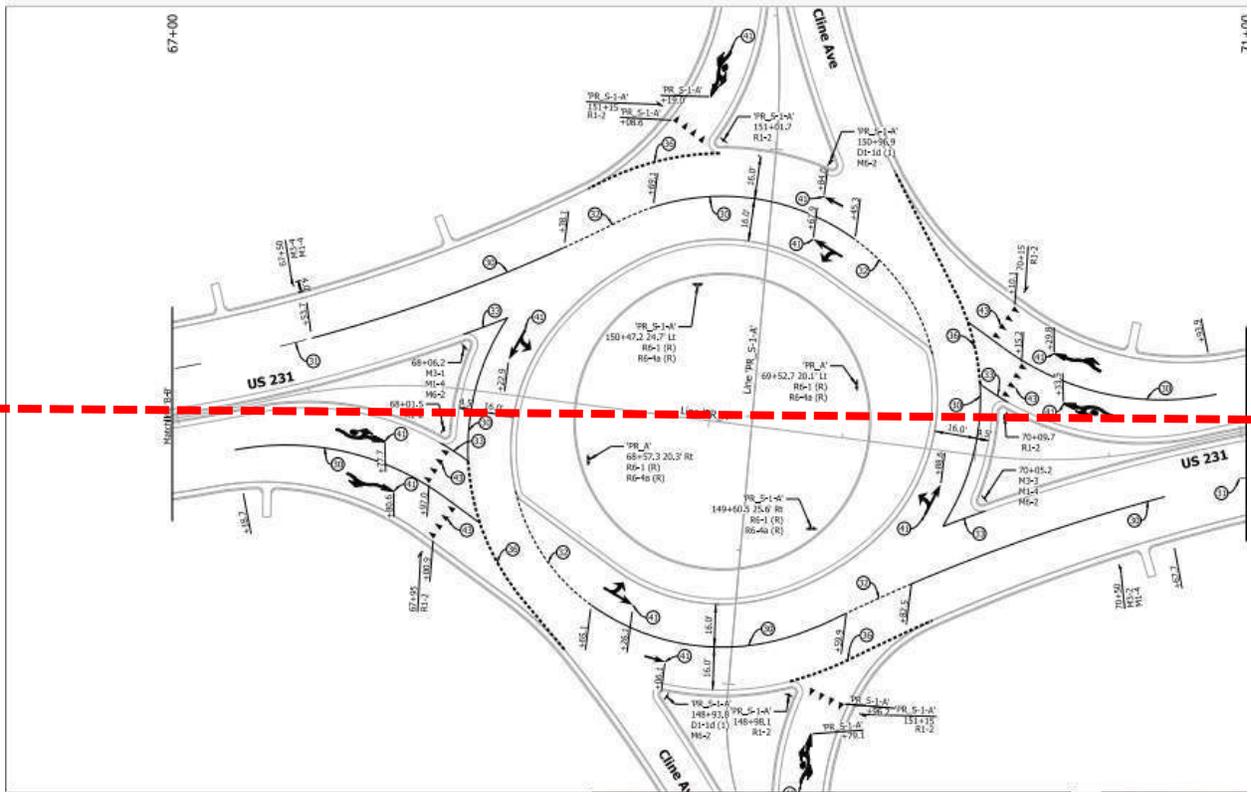
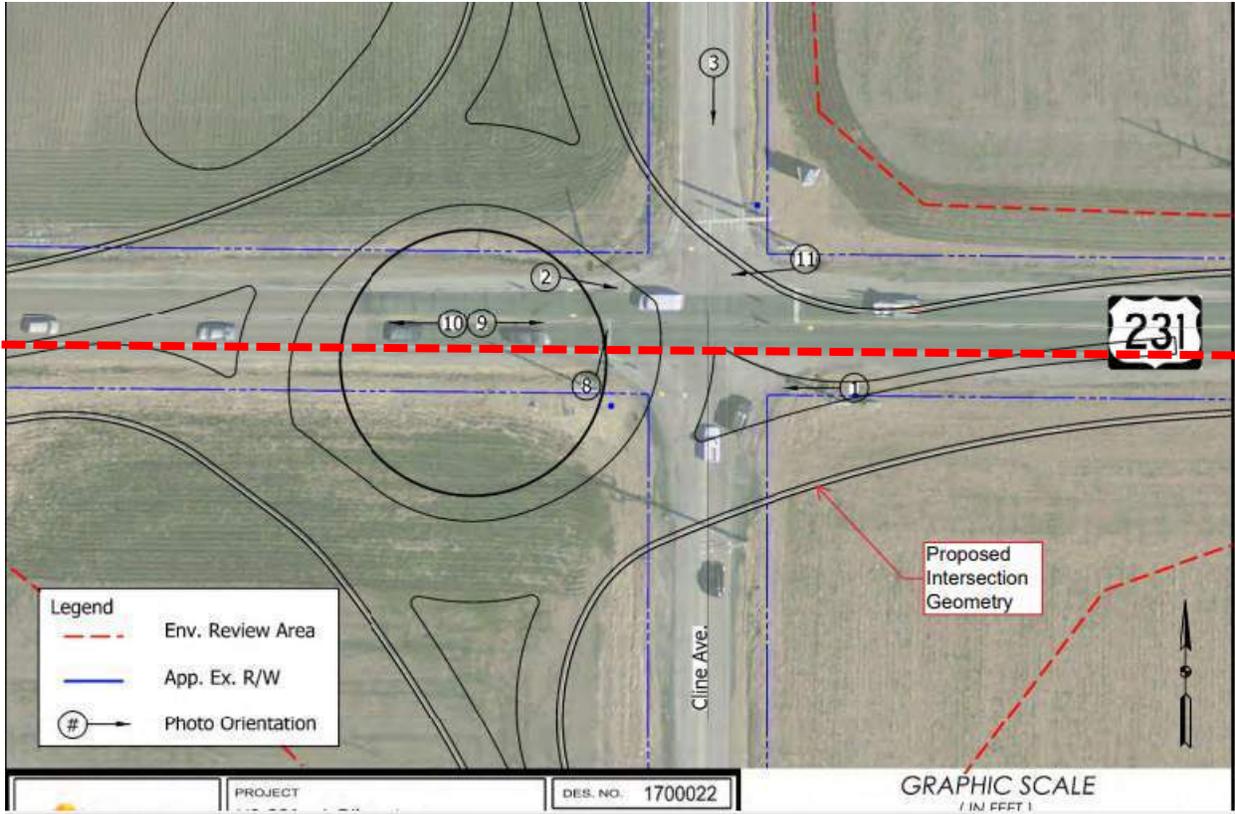
Karl Koenig

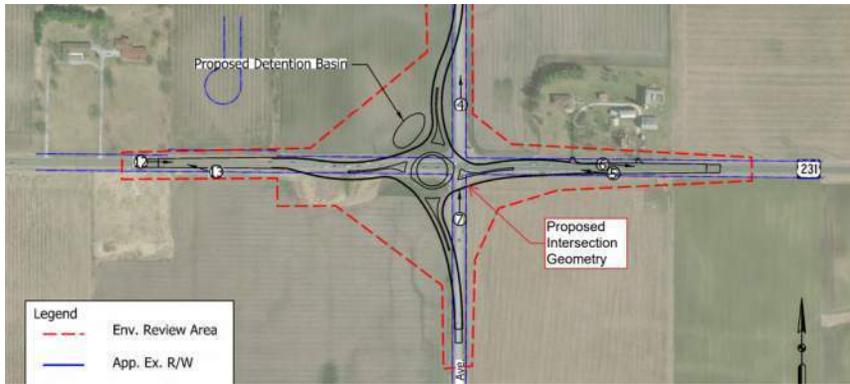


March 22, 2022

Cline Ave. will be closed for the first phase of construction, and the entire intersection will close for the second phase. Detours will be implemented for each phase. The first phase will utilize a detour using local routes following 101st Ave., Parrish St., and 117th Ave. This detour is approximately 4.6 miles long and will add roughly five minutes to the average commute. Phase two involves full closure of the intersection and utilization of a detour. The detour will use US 231, US 41, US 30, and SR 55. It will be approximately 16 miles long, and will add 10.5 miles to the average daily commute. Other unsigned local detours not involving state routes will be available to nearby residents, thereby reducing the added travel distance for local trips. The overall MOT plan will be in place for one construction season, or 8-10 months, with a roughly even breakdown between each phase. Since impacts from MOT are spread evenly across each AC and have been minimized to the shortest closure period necessary to construct the project, they are not considered disproportionately high and adverse impacts on an EJ population of concern.

Since the project impacts are minimal and largely temporary in nature, the identified EJ populations of concern are not anticipated to experience disproportionately high and adverse impacts as a result of this project.





James Landry

From: Shrader, Lisa <LSHRADER@indot.IN.gov>
Sent: Wednesday, March 30, 2022 5:00 AM
To: James Landry
Cc: Krueckeberg, John
Subject: FW: PUBLIC COMMENTS FOR PROPOSED ROUNDABOUT AT 231 & CLINE AVE, LAKE COUNTY

Follow Up Flag: Follow up
Flag Status: Completed

James,
I am forwarding the below comments to you for the public hearing record.
Please acknowledge this email so that I know this is accounted for and will be addressed/included in the documentation.
Thank you kindly,
Lisa

Lisa Shrader
Consultant Services Manager
INDOT - La Porte District
Capital Program Management
315 E. Boyd Boulevard
LaPorte, IN 46350
[Call Me on TEAMS](#)
[Chat/Message Me in TEAMS](#)
Office: (219) 325-7522
Cell: (219) 851-9286
Email: lshrader@indot.in.gov



From: Becky <beckyrog@comcast.net>
Sent: Wednesday, March 23, 2022 2:35 PM
To: Shrader, Lisa <LSHRADER@indot.IN.gov>
Subject: PUBLIC COMMENTS FOR PROPOSED ROUNDABOUT AT 231 & CLINE AVE, LAKE COUNTY

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

To: L Shrader, INDOT

I request the comments below be considered as part of the decision making process related to the proposed roundabout at 231 and Cline Ave in Lake County and be made part of the permanent public comment record. I attended the 3/9/22 public meeting.

I am very familiar with roundabouts and acknowledge they can effectively manage traffic flow depending on the situation. However they are not always the best choice and ask that you reconsider the alternative stop light with turn lanes. We were told this option was engineered many years ago.

I live in the Green Acres subdivision located on the north side of 231, approximately .5 miles east of the 231 and Cline Avenue intersection.

Concerns with the proposed roundabout:

- Ability to SAFELY exit the Green Acres subdivision eastbound onto 231 due to a continuous flow of traffic from the roundabout. This safety concern is for all drivers who must cross a lane of traffic in order to get onto 231 from homes near the roundabout with driveways exiting directly onto 231.
- Traffic back up for Cline northbound drivers due to inability to enter the roundabout caused by heavy 231 traffic. The population around this specific area is quickly increasing. I have been on roundabouts in Carmel, IN where the traffic is backed up with a great number of cars because they cannot get onto the roundabout. I question if the roundabout is engineered to handle the volume of traffic.
- Type of lighting approaching and on the roundabout. This should be only down lighting to keep the sky dark.

Rebecca Hoogewerf
6901 W 108th Ave
Crown Point, IN 46307

Response to Public Comments - Transcribed from Public Hearing – US 231 at Cline Ave. Intersection Improvement (Des. 1700022)

Commenter Name:	General Nature of Comment:	Response to Comment:
Wally Binner	<ul style="list-style-type: none"> • The proposed roundabout fails to take into account the “Human Factor,” aka the variability in how different people react to a roundabout. • Recently had a negative experience with a local roundabout while wife was driving in which a driver loudly used their horn when the wife stopped heading into the roundabout. Wife is now intimidated while driving into any roundabout, and will not drive this route if a roundabout is installed. • Was told by an unnamed INDOT official that drivers entering the roundabout during periods of more consistent flow will have to be “more aggressive.” • Was also told, and confirmed with State Police, that if a passenger vehicle is involved with a commercial truck/trailer in a roundabout, the passenger vehicle is at fault regardless of circumstances. • Cites study out of Arizona State from 2016 stating that in some locations, crash rates go up with roundabouts, and crashes will back traffic up significantly in each direction. • Does not support the roundabout, and everyone he has talked to about the intersection does not support it either. Would rather see added turn lanes with a signalized intersection. • Later adds that the public should contact the Governor and the INDOT Commissioner to voice their opinions. 	<ul style="list-style-type: none"> • Variability in driver reactions and behavior is difficult to fully account for in any transportation project, including roundabouts. However, studies done by FHWA and others have consistently shown that after a roundabout is installed drivers adapt to the change, increasing their efficiency after a brief adjustment period. Experiences like the one described are unfortunate, but typically decrease over time as motorists adjust to a roundabout’s presence and are liable to happen at any type of controlled intersection. • It is not INDOT’s position to support “aggressive” driving in any instance. Entering a roundabout during a time of peak traffic does require a different understanding of gaps between cars than turning right or left at a signalized intersection, due to the lower speeds of vehicles approaching and entering the roundabout. As stated above, studies show that most drivers develop this different understanding over time after a roundabout is installed. • To clarify regarding the comment on trucks in roundabouts, Indiana State Law requires that drivers yield the right-of-way to vehicles over 40 ft. in length or 10 ft. in width that are already driving through the roundabout. This law does not cover all situations in which a passenger vehicle and a commercial truck may end up in a crash. If a crash occurs between a truck and passenger vehicle outside of the yielding process, fault would be determined based on the circumstances of the crash. • Thank you for bringing this study to INDOT’s attention. This study concluded that injury severities decreased by 44% and 16% for single-lane and double-lane roundabouts, respectively. This aligns with the project’s purpose and need stated elsewhere in this document. • An alternative to improve the intersection by adding turn lanes was considered for the project. While it would meet the project’s purpose and need, it would not decrease severe crashes to as great a degree as the roundabout would. Therefore, a roundabout was designated as the preferred alternative. No change to the preferred alternative has been implemented as a direct result of public feedback. • While the public comment period for this project has closed, INDOT always welcomes feedback from the motoring public. While the Governor’s and INDOT Commissioner’s offices may have their own processes for public feedback, INDOT can be more easily reached by contacting the Transportation Services Call Center, at (855) 463-6848 or indot@indot.in.gov.
Judy Hauser	<ul style="list-style-type: none"> • Has regularly waited for several stop-light cycles at the existing intersection. • Does not believe the proposed roundabout properly accounts for factors like parents with small children or elderly people who need a restroom and may need to get through the intersection in a hurry. 	<ul style="list-style-type: none"> • The roundabout is expected to decrease wait times and queue distances at the intersection, particularly for traffic entering US 231 from Cline Ave. • The project was programmed as a federally funded project, but in 2019 was changed to being funded by Toll Lease Agreement Proceeds, aka TLAP. These proceeds are state controlled funds that were generated by the sale of the Indiana Toll Road to a private entity. These are pre-existing funds separate from State Tax Income, and their use will have no effect on existing State taxes, including the gas

Response to Public Comments - Transcribed from Public Hearing – US 231 at Cline Ave. Intersection Improvement (Des. 1700022)

Committer Name:	General Nature of Comment:	Response to Comment:
	<ul style="list-style-type: none"> • Is displeased that the project has moved to 100% State funded. • Believes that the roundabout will lead to increased instances of children at nearby schools being late. • Does not want the roundabout, and would rather have turning lanes. 	<p>tax. The project also remains eligible for some degree of reimbursement from FHWA.</p> <ul style="list-style-type: none"> • The decrease in queue distances and wait times are expected to positively benefit the passage of school buses and parents bringing children to school. • An alternative to improve the intersection by adding turn lanes was considered for the project. While it would meet the project’s purpose and need, it would not decrease severe crashes to as great a degree as the roundabout would. Therefore, a roundabout was designated as the preferred alternative. No change to the preferred alternative has been implemented as a direct result of public feedback.
Joseph Michalik	<ul style="list-style-type: none"> • Is concerned that the roundabout is the only proposal being displayed at the hearing. • Expressed concern that if the project goes over budget, it will be coming out of taxpayers pockets, possibly through an increase of the gas tax. • Bicyclists are likely to have trouble navigating the roundabout, particularly with vehicles going through at the same time. • INDOT should find another alternative for east-west traffic. • Later adds that just because an engineer designs a roundabout does not necessarily make it a good option. 	<ul style="list-style-type: none"> • Additional alternatives being considered, including a turn-lane alternative and the “no-build” alternative, were included in both the public hearing presentation and the Environmental Document. Graphics and plan sheets for the turn-lane alternative were not included as part of the hearing exhibits to prevent potential confusion with the preferred roundabout alternative. • The project was programmed as a federally funded project, but in 2019 was changed to being funded by Toll Lease Agreement Proceeds, aka TLAP. These proceeds are state controlled funds that were generated by the sale of the Indiana Toll Road to a private entity. These are pre-existing funds separate from State Tax Income, and their use will have no effect on existing State taxes, including the gas tax. The project also remains eligible for some degree of reimbursement from FHWA. • The existing intersection does not contain pedestrian or bicycle facilities, and the project is not expected to have significant impacts on pedestrian or bicycle traffic at the intersection. Roundabouts have been shown to result in fewer crashes involving pedestrians and bicyclists than other intersection types. • Any improvements to overall east-west traffic movement in this area would be separate from this project.
Leonard Barman	<ul style="list-style-type: none"> • Would prefer to see a delayed left turn signal with turn lanes. • Would like INDOT to consider how overflow traffic from I-80/94 may be affected by the project. • The statistics did not show any casualties at this intersection, so installing a roundabout to reduce casualties does not make sense. • Asked that the funding for the project be clearly posted. Was told during previous conversations with the INDOT Commissioner that the project would be 80% funded with federal money. 	<ul style="list-style-type: none"> • An alternative to improve the intersection by adding turn lanes was considered for the project. While it would meet the project’s purpose and need, it would not decrease severe crashes to as great a degree as the roundabout would. Therefore, a roundabout was designated as the preferred alternative. No change to the preferred alternative has been implemented as a direct result of public feedback. • Due to the reductions in queue distance and wait time at this intersection that are expected from the roundabout, it is anticipated that any impacts to traffic on I-80/94 will be minimal. • While eliminating casualties is often a benefit of reducing severe crashes, casualties were not a part of purpose and need considerations for this project. Rather, the

Response to Public Comments - Transcribed from Public Hearing – US 231 at Cline Ave. Intersection Improvement (Des. 1700022)

Commenter Name:	General Nature of Comment:	Response to Comment:
	<ul style="list-style-type: none"> Expressed concerns over the proposed drainage for the project, and does not wish to see water piped from the southwest quadrant to his property in the northwest quadrant. A drainage plan was previously agreed upon for an earlier project at this intersection, which should be taken into consideration. Requested that INDOT reconsider other alternatives, and not push forward with the roundabout against the wishes of the public. 	<p>project’s main purpose is to reduce severe crashes. The referenced crash data did include a significant number of these crashes.</p> <ul style="list-style-type: none"> The project was programmed as a federally funded project, but in 2019 was changed to being funded by Toll Lease Agreement Proceeds, aka TLAP. These proceeds are state controlled funds that were generated by the sale of the Indiana Toll Road to a private entity. These are pre-existing funds separate from State Tax Income, and their use will have no effect on existing State taxes, including the gas tax. The project also remains eligible for some degree of reimbursement from FHWA. The previous drainage proposal was designed for a signalized intersection with turn-lanes, and would not be sufficient for a roundabout. A hydraulic study for the preferred roundabout alternative was performed and used as the basis for the drainage design for this project.
Chris Barman	<ul style="list-style-type: none"> The Barman family has lived at this intersection for five generations, and INDOT should strongly consider their input. Re-iterates Leonard’s point that installing a roundabout to eliminate casualties at an intersection with no casualties does not make sense. Is also concerned about the proposed drainage, and points out that the full drainage plans need to be approved by the County Drainage Board/Surveyor’s Office. The proposed detention basin should be located at the southwest quadrant to better match how water naturally flows at the intersection. Requests that an escrow or bond account be provided by the State and maintained by the Drainage Board for maintenance of the drainage facilities. Field tiles in any adjacent farm fields must not be disturbed by construction. Hopes that Senator Niemeyer has an opportunity to speak, as well. 	<ul style="list-style-type: none"> INDOT values the input that the Barman family has had on this project to date. As adjacent landowners and caretakers of a Historic Property near the project area, Donald Barman was previously invited to be a consulting party for the Section 106 process analyzing impacts to cultural resources, and INDOT will continue to keep the Barman family informed as the project progresses. While eliminating casualties is often a significant benefit of reducing severe crashes, casualties were not a part of purpose and need considerations for this project. Rather, the project’s main purpose is to reduce severe crashes. The referenced crash data did include a significant number of these crashes. A full set of plans will be sent to the Lake County Surveyor’s Office/County Drainage Board for their review and comment prior to the project’s RFC date. This is a firm project commitment. The location for the proposed detention basin was chosen based both on the hydraulic analysis of the project area and the overall level of project impacts. Moving the basin to the southwest quadrant would increase the level of wetland impacts significantly. Both INDOT and the Lake County Surveyor’s Office/Drainage Board maintain separate funding mechanisms for maintenance work on drainage facilities. Additional funds from the project will not be set aside for future maintenance. Field tiles in adjacent farm fields will be avoided and will not be impacted during construction. If any are impacted, the contractor will notify the INDOT project manager, who will attempt to contact the owner of the associated farm field. This is a firm project commitment. Senator Niemeyer did provide feedback during the public comment session. It has been included in this document.

Response to Public Comments - Transcribed from Public Hearing – US 231 at Cline Ave. Intersection Improvement (Des. 1700022)

Commenter Name:	General Nature of Comment:	Response to Comment:
Martin Wiebin	<ul style="list-style-type: none"> • Regularly hauls a boat through the intersection to get to Cedar Lake. • At another local roundabout, getting through can be difficult due to a near constant flow of traffic in one direction. Believes this one will be similar with east-west traffic. • Is concerned that people hauling trailers or driving large commercial vehicles will have a hard time getting through the roundabout. • Distracted drivers will make conditions at the roundabout even worse. • Would prefer turn lanes and a signalized intersection. 	<ul style="list-style-type: none"> • Even during peak times, traffic in and around a roundabout is naturally affected by local patterns, and will stagger and create gaps on its own. A period to adjust to the difference in gaps for entering a roundabout and turning at a signalized intersection may be necessary for some, but overall the roundabout is expected to operate at a greater level of efficiency. • The roundabout has been designed to accommodate trucks with up to 53-ft trailers, and other similarly large vehicles. • Distracted drivers will unfortunately continue to be a hazard regardless of the intersection configuration. Addressing distracted drivers in the area is not part of the scope of this project. • An alternative to improve the intersection by adding turn lanes was considered for the project. While it would meet the project’s purpose and need, it would not decrease severe crashes to as great a degree as the roundabout would. Therefore, a roundabout was designated as the preferred alternative. No change to the preferred alternative has been implemented as a direct result of public feedback.
Nick Crnokrak	<ul style="list-style-type: none"> • Roundabouts do not exhibit sufficient cost-effectiveness and optimum land use for an effective traffic navigation system. • Large amounts of ROW acquisition will be required, negatively impacting farmland. • Lower speeds going into roundabouts can lead to long lines at entry points, and eventually low-speed crashes. • Increased requirements for construction of large roundabouts leads to additional expenses. • Subdivisions and businesses in the area will be negatively affected by long wait times to get in and out, due to the near constant flow of east-west traffic. Later adds that it will be impossible to get out of any subdivision from the intersection east all the way to Lane St. due to constant traffic. • Roundabouts require a high degree of lighting, which can be both expensive and intrusive on the surrounding environment. • For these reasons, does not support the roundabout. Instead, the solution should involve a center turn lane with traffic signals, allowing paused traffic flow. 	<ul style="list-style-type: none"> • While roundabouts can require greater ROW amounts and higher project costs than signalized intersections, due to the unique nature of this project, current estimates show that the project cost and impact from ROW acquisition would be of a similar level for either a roundabout or a signalized intersection with turn lanes. • While roundabouts do require vehicles to slow down as they enter, queue distances are expected to decrease as a result of the project. • Even during peak times, traffic in and around a roundabout is naturally affected by local patterns, and will stagger and create gaps on its own. • The project’s lighting plan calls for the installment of 16 INDOT Standard Light Fixtures at various points around the intersection. The lights will be directed downwards and away from the surrounding environment to prevent impacts to endangered bat habitats and changes to the visual environment of the historic Barman Farm, as directed by existing firm commitments within this document. • An alternative to improve the intersection by adding turn lanes was considered for the project. While it would meet the project’s purpose and need, it would not decrease severe crashes to as great a degree as the roundabout would. Therefore, a roundabout was designated as the preferred alternative. No change to the preferred alternative has been implemented as a direct result of public feedback.

Response to Public Comments - Transcribed from Public Hearing – US 231 at Cline Ave. Intersection Improvement (Des. 1700022)

Commenter Name:	General Nature of Comment:	Response to Comment:
Paul Panczak	<ul style="list-style-type: none"> • Appreciates that something is getting done at the intersection. • Would like to know if there will be overhead signage indicating which lane to use for the roundabout, as pavement markings often deteriorate and become invisible over time. • Right-turn bypasses should be utilized if possible to better allow for people turning right onto 231. • Is familiar with roundabouts through state-wide travels, but would still generally prefer turn lanes. • Believes the closure of 231 for 5 months during the summer will have severe negative effects on the region, particularly if it is repeated the following year for the 231 at Parrish Ave intersection improvement project. • If the projects can be done in the same construction year, that should be considered. 	<ul style="list-style-type: none"> • Roadway signs at the approaches are included as part of the project design. • An alternative to improve the intersection by adding turn lanes was considered for the project. While it would meet the project’s purpose and need, it would not decrease severe crashes to as great a degree as the roundabout would. Therefore, a roundabout was designated as the preferred alternative. No change to the preferred alternative has been implemented as a direct result of public feedback. • The MOT plan is currently divided into two phases. The first phase will leave US 231 open, while the second involves a full closure of the intersection. Each phase is expected to last roughly 3-4 months, but all closure times included in this document are estimates and are subject to change prior to or during construction. Provisions will be made for detours, local traffic, and emergency vehicle access, limiting the overall effect on local residents and businesses. • The idea to construct both this project and the US 231 at Parrish Ave project in the same construction year was explored, but was ultimately considered infeasible due to project timing and maintenance of traffic issues. Therefore, the projects will be constructed in separate construction seasons.
Kris Sorenson	<ul style="list-style-type: none"> • Development near this intersection is expanding rapidly. • US 231 is already a primary corridor to get to I-65 when I-80/94 and US 30 back up. • 231 should be expanded to 4 lanes to I-394. • A lot of people in the area commute to Illinois for work, leading to a loss of tax dollars for the area. • The intersection should be expanded to include turn lanes, leaving room for further expansion as development continues. • As part of the Chicago-land area, this area needs improvements to its transportation facilities. 	<ul style="list-style-type: none"> • INDOT has noted the expansion in the area, and this was taken into account during project design. • While there are no current plans to expand US 231 in this area, this project was designed to allow for that expansion in the future, without further improvements to the intersection. • INDOT has no control over distribution of tax funds in this area. • An alternative to improve the intersection by adding turn lanes was considered for the project. While it would meet the project’s purpose and need, it would not decrease severe crashes to as great a degree as the roundabout would. Therefore, a roundabout was designated as the preferred alternative. No change to the preferred alternative has been implemented as a direct result of public feedback. • The INDOT Northwest District continues to utilize both State and Federal funds to improve transportation infrastructure in Lake County and other parts of the Greater Chicago area within Indiana.
Donald Barman	<ul style="list-style-type: none"> • An agreement was worked out in 2008 or 2009 to proceed with a turn lane project at the intersection, but the State didn’t go forward with it. • Notes that Joe McGuinness stated previously that the project would be 80% funded by federal funds. • Does not believe a roundabout will get built for the \$2.7 million cost that was included in the presentation. 	<ul style="list-style-type: none"> • An alternative to improve the intersection by adding turn lanes was considered for the project. While it would meet the project’s purpose and need, it would not decrease severe crashes to as great a degree as the roundabout would. Therefore, a roundabout was designated as the preferred alternative. No change to the preferred alternative has been implemented as a direct result of public feedback. • The project was programmed as a federally funded project, but in 2019 was changed to being funded by Toll Lease Agreement Proceeds, aka TLAP. These proceeds are state controlled funds that were generated by the sale of the Indiana

Response to Public Comments - Transcribed from Public Hearing – US 231 at Cline Ave. Intersection Improvement (Des. 1700022)

Commenter Name:	General Nature of Comment:	Response to Comment:
		<p>Toll Road to a private entity. These are pre-existing funds separate from State Tax Income, and their use will have no effect on existing State taxes, including the gas tax. The project also remains eligible for some degree of reimbursement from FHWA.</p> <ul style="list-style-type: none"> All cost estimates included in this document are based on currently available figures, and are subject to change prior to construction.
Butch Houser	<ul style="list-style-type: none"> Believes traffic both on and heading to US 41 should be more deeply considered. People heading east-west on 117th St. drive very fast, and closing 231 for construction of this project will make the problem worse. 	<ul style="list-style-type: none"> General traffic patterns within the area, including traffic heading to and from US 41, was a consideration that was taken into account during project design. 117th St. is not currently included in the official detour route for this project. While traffic may naturally increase on 117th St. during construction, enforcement of speed limits is outside of INDOT's jurisdiction.
Russ Johnston	<ul style="list-style-type: none"> Against the roundabout. Regardless of what solution is implemented, the project at 231 and Parrish should happen at the same time, to avoid closing this stretch of 231 twice in two years. 	<ul style="list-style-type: none"> Thank you for the input. All public feedback received as part of this public involvement process will be included in the environmental document moving forward, and will be a key part of continuing the design process. This comment has been documented, but does not require further resolution. The idea to construct both this project and the US 231 at Parrish Ave project in the same construction year was explored, but was ultimately considered infeasible due to timing and maintenance of traffic issues. Therefore, the projects will be constructed in separate construction seasons.
Russ Gower	<ul style="list-style-type: none"> Supports the roundabout. The engineers designing the roundabout have stated this will improve the intersection, and have the expertise to make that decision. In other areas, people had reservations about roundabouts before they went in, but the roundabouts still worked. 	<ul style="list-style-type: none"> Thank you for your support of this project. INDOT's main priorities are safety and mobility, and your support in these efforts is appreciated.
Sen. Rick Niemeyer	<ul style="list-style-type: none"> Has been involved with this project for several years. Was pleased when this intersection was added to a list to be improved. The volume of traffic would seemingly make a roundabout not the optimum solution. Prefers signalized options with turn lanes. Lake County has had success improving other intersections with signals/turn lanes. It will be tough to get onto 231 from Cline with a roundabout. 	<ul style="list-style-type: none"> Thank you for your involvement with this project so far. INDOT will continue to communicate with your office as the project progresses. An alternative to improve the intersection by adding turn lanes was considered for the project. While it would meet the project's purpose and need, it would not decrease severe crashes to as great a degree as the roundabout would. Therefore, a roundabout was designated as the preferred alternative. No change to the preferred alternative has been implemented as a direct result of public feedback. Even during peak times, traffic in and around a roundabout is naturally affected by local patterns, and will stagger and create gaps on its own. A period to adjust to the difference in gaps for entering a roundabout and turning at a signalized intersection

Response to Public Comments - Transcribed from Public Hearing – US 231 at Cline Ave. Intersection Improvement (Des. 1700022)

Committer Name:	General Nature of Comment:	Response to Comment:
	<ul style="list-style-type: none"> • It will also be tough to get large farming equipment through the roundabout. • INDOT has been good about meeting with both the public and local stakeholders about the project. Even with disagreeing on the preferred alternative, appreciates INDOT’s openness about the project. • People who live in the area know that the intersection needs work, but do not believe a roundabout is the answer. • Will continue to stay involved with this project. 	<p>may be necessary for some, but overall the roundabout is expected to operate at a greater level of efficiency.</p> <ul style="list-style-type: none"> • The roundabout has been designed to accommodate trucks with up to 53-ft trailers, and other similarly large vehicles. While large farm equipment presents a slightly different challenge due to the width of the vehicles, the overall size of the roundabout is still expected to accommodate them. • INDOT values public feedback, and will continue to inform the public about this project through the conclusion of the public involvement process and through notices distributed prior to construction. Sen. Niemeier’s office will be included on future distributions of informational material about this project.
Comm. Jerry Tipp	<ul style="list-style-type: none"> • Appreciates that the public is in attendance taking an active role in what gets done with the intersection. • The intersection is controlled by INDOT at 231 and the Town of St. John on Cline north of 231, but the County owns Cline Ave. south of the intersection and can help if any problems arise with that stretch. • Is a member of the County Drainage Board, and will be happy to provide feedback on the project drainage in that capacity. • Lake County recently improved the intersections of 101st St. at Sheffield and 109th St. at Colorado using improved signals and lane changes, and hopes INDOT will use those as references to potentially reconsider the preferred alternative. 	<ul style="list-style-type: none"> • A full set of plans will be sent to the Lake County Surveyor’s Office/County Drainage Board for their review and comment prior to the project’s RFC date. This will be a firm project commitment. • Thank you for the reference examples. While INDOT notes the recent successes with improving these intersections, there are no plans to change the preferred alternative for this project.
Karl Koening	<ul style="list-style-type: none"> • Has lived in the area for several years, and remembers when the stop light was introduced at the intersection. Even at that time, adding the light without turn lanes seemed like a bad idea. • Without left-turn lanes, people try to bypass left-turning vehicles and end up involved in crashes. • Fixing the existing intersection with turn lanes should not be too expensive. • Putting in the roundabout is going to create a large concrete area in the middle of the intersection that will be difficult for future repairs. • An INDOT report in 2018 stated that the impact to the traveling public during construction for the 	<ul style="list-style-type: none"> • An alternative to improve the intersection by adding turn lanes was considered for the project. While it would meet the project’s purpose and need, it would not decrease severe crashes to as great a degree as the roundabout would. Therefore, a roundabout was designated as the preferred alternative. No change to the preferred alternative has been implemented as a direct result of public feedback. • The proposed roundabout is not expected to require a significantly greater level of future maintenance than other alternatives considered. • The referenced 2018 report is the Engineer’s Report published by Lochner, Inc., while the 2022 report refers to a version of this document published prior to the public involvement period for this project. While this document references the 2018 report in places, the two use different standards for communicating their contents and are composed at different phases in the design process. Regardless of this difference, the

Response to Public Comments - Transcribed from Public Hearing – US 231 at Cline Ave. Intersection Improvement (Des. 1700022)

Commenter Name:	General Nature of Comment:	Response to Comment:
	<p>project would be approximately \$4.7 million. How much would that be with a signalized intersection? A follow-up report in 2022 made no mention of this cost, even though it laid out the detour routes and closure time-frames.</p> <ul style="list-style-type: none"> • Estimates that by the time of construction, the actual cost to the public will be over \$10 million. • The project to add turn-lanes should be brought back up again. 	<p>overall cost to the public from closure of the intersection is not expected to be significantly greater for a roundabout than it would for installing turn lanes.</p>
Donna Heinz	<ul style="list-style-type: none"> • Does not understand how traffic will be evenly distributed so that one line does not completely back up. • Would prefer turn lanes. 	<ul style="list-style-type: none"> • Even during peak times, traffic in and around a roundabout is naturally affected by local patterns, and will stagger and create gaps on its own. • An alternative to improve the intersection by adding turn lanes was considered for the project. While it would meet the project’s purpose and need, it would not decrease severe crashes to as great a degree as the roundabout would. Therefore, a roundabout was designated as the preferred alternative. No change to the preferred alternative has been implemented as a direct result of public feedback.
Margaret Malloy	<ul style="list-style-type: none"> • Believes the project drainage design does not properly account for the amount of rainfall that the project area receives on average. 	<ul style="list-style-type: none"> • Rainfall estimates were included in the hydraulic analysis that was used as a basis for the drainage design.

Response to Written Public Comments – US 231 at Cline Ave. Intersection Improvement (Des. 1700022)

Commenter Name:	General Nature of Comment:	Response to Comment:
Anonymous Written Comment	<ul style="list-style-type: none"> • “Please build this roundabout ASAP” 	<ul style="list-style-type: none"> • Thank you for your support of this project. INDOT’s main priorities are safety and mobility, and your support in these efforts is appreciated.
Barman Family Written Comments	<ul style="list-style-type: none"> • Written statement re-iterating previous comments offered during public feedback portion of public hearing. • Further emphasizes that recent construction projects in the area have resulted in drainage issues, and special attention should be given to the project design to avoid worsening these issues. 	<ul style="list-style-type: none"> • For responses to previous Barman family comments, see above. • Your concerns regarding drainage are noted. A full hydraulic analysis of the area has been done, and the drainage has been designed to account for this to the greatest extent possible. No changes to the drainage design are expected.
Nick Crnokrak Written Comments	<ul style="list-style-type: none"> • Written statement re-iterating previous comments offered during public feedback portion of public hearing. • Includes a graphic depicting the intersection with left-turn lanes. 	<ul style="list-style-type: none"> • For response to previous comments, see above. • Thank you for the graphic included with your comments. It is now included within this document as part of the project record.
Wally Binner Written Comments	<ul style="list-style-type: none"> • Considers this project another example of politicians overlooking the public, and further concludes that the Governor has initiated this project to install a roundabout. • The purpose of the project can be met simply by installing turn lanes at all approaches. This will impact less agricultural land and be less expensive. • In a previous meeting with an engineer responsible for the design, the engineer stated that if this project failed it would cost him his job. • Questions if the public will be stuck with this roundabout, despite opposition. 	<ul style="list-style-type: none"> • This project was initiated by INDOT, a State of Indiana Governmental Agency that is separate from and independent of the Governor’s office. • An alternative to improve the intersection by adding turn lanes was considered for the project. While it would meet the project’s purpose and need, it would not decrease severe crashes to as great a degree as the roundabout would. Therefore, a roundabout was designated as the preferred alternative. No change to the preferred alternative has been implemented as a direct result of public feedback. • Previous public meetings for this project have been held, but neither INDOT nor Troyer Group have any record of the referenced comment. • The crash data for the aforementioned Valparaiso roundabouts could not be confirmed by the author of this document. However, 2019 data from the Indiana State Police Automated Reporting and Information Exchange System (ARIES) shows that there were

Response to Written Public Comments – US 231 at Cline Ave. Intersection Improvement (Des. 1700022)

Committer Name:	General Nature of Comment:	Response to Comment:
	<ul style="list-style-type: none"> • Roundabouts in Valparaiso at Calumet Ave/Vale Park Rd/Roosevelt Rd and at SR 49 at LaPorte Ave led the State in crashes in 2019, with 78 and 43 respectively. • Re-states point regarding crashes with trucks from previous public hearing comments. 	<p>significantly fewer collisions in roundabouts in Indiana than at intersections with stop signs or traffic control signals. Additionally, the rate of fatal collisions per 1,000 collisions in roundabouts was 1.6, compared to 1.7 for intersections with traffic signals and 2.9 for stop signs. Even if the Valparaiso roundabouts did lead the State in crashes, they would have been considered statistical outliers.</p> <ul style="list-style-type: none"> • To clarify regarding the comment on trucks in roundabouts, Indiana State Law requires that drivers yield the right-of-way to vehicles over 40 ft. in length or 10 ft. in width that are already driving through the roundabout. This law does not cover all situations in which a passenger vehicle and a commercial truck may end up in a crash. If a crash occurs between a truck and passenger vehicle outside of the yielding process, fault would be determined based on the circumstances of the crash.
<p>Joel Janowski (Lake Co. Surveyor's Office)</p>	<ul style="list-style-type: none"> • Calls attention to a Section Corner Lake County Designation monument located within the project area. • Any plans for this intersection should include the perpetuation of this Section Corner location. 	<ul style="list-style-type: none"> • The section corner monument located near the center of the existing intersection will be reset at the same coordinates, with a new elevation. This is a firm project commitment.
<p>Frank Lendabarker</p>	<ul style="list-style-type: none"> • Stresses that both this intersection and US 231 at Parrish should be two-lane roundabouts, and should be constructed as soon as possible. 	<ul style="list-style-type: none"> • Thank you for your support of this project. INDOT's main priorities are safety and mobility, and your support in these efforts is appreciated. • The idea to construct both this project and the US 231 at Parrish Ave project in the same construction year was explored, but was ultimately considered infeasible due to timing and maintenance of traffic issues. Therefore, the projects will be constructed in separate construction seasons.

Response to Written Public Comments – US 231 at Cline Ave. Intersection Improvement (Des. 1700022)

Commenter Name:	General Nature of Comment:	Response to Comment:
Anonymous email	<ul style="list-style-type: none"> • Suggests that data on the current crash rate be compared to that of other roundabouts in the area. • Complicated five-way intersections should not be considered for roundabouts. • Sight lines for designing the roundabout should be considered from the point-of-view of smaller vehicles, not large trucks. • More tickets should be given to Black SUVs and less to the slow-moving vehicles they end up colliding with. Record diversity data on these tickets. • Use appropriate streetlights for full size of the roundabout, and make the roundabout big enough for people who do not process spatial geometry quickly. 	<ul style="list-style-type: none"> • Crash data was analyzed during the process that led to the identification of the preferred alternative, the currently proposed roundabout. • This intersection currently contains four approaches. This will not be changed by the proposed project. • The proposed roundabout has been designed for all sizes of vehicles to have sufficient sight distance when entering the roundabout. • INDOT is not responsible for enforcement of traffic rules. • The project’s lighting plan calls for the installment of 16 INDOT Standard Light Fixtures at various points around the intersection. The lights will be directed downwards and away from the surrounding environment, as directed by the project commitments. • The roundabout has been designed to accommodate all manner of vehicles and drivers.
Carl Lisek	<ul style="list-style-type: none"> • Commenting both personally and on behalf of Drive Clean Indiana (DCI). • Lives near the intersection and considers it very dangerous. • DCI is not against roundabouts, but is aware of driver ignorance regarding them. 	<ul style="list-style-type: none"> • Crash data for the intersection supports the idea that is a dangerous intersection. • Studies have shown that drivers adjust to roundabouts over time. Additionally, markings and signage will be included to better inform drivers of how to properly navigate the roundabout.
Richard Putz	<ul style="list-style-type: none"> • Supports the roundabout, and believes they are often both safe and convenient. • Would like to see one at US 231 and Parrish Ave as well. 	<ul style="list-style-type: none"> • Thank you for your support of this project. INDOT’s main priorities are safety and mobility, and your support in these efforts is appreciated. • A project to improve US 231 at Parrish Ave has been programmed by INDOT. The preferred alternative for that project is a roundabout and is currently set to be constructed in 2025. The construction timeframe is subject to change.
Karl Koenig	<ul style="list-style-type: none"> • Asks if plans have been developed to show the proposed roundabout geometry. • Will impacts on traffic merging onto 231 from Bell St, Hanley St, and others east of Cline Ave be addressed, along with the widening of US 231? 	<ul style="list-style-type: none"> • Plans for the roundabout have been developed and are available in this document and on the project webpage. • Overall traffic patterns of the area were considered during the project design. The widening of US 231 is not included in this project, but the design does account for future expansion.

Response to Written Public Comments – US 231 at Cline Ave. Intersection Improvement (Des. 1700022)

Committer Name:	General Nature of Comment:	Response to Comment:
	<ul style="list-style-type: none"> • Have any traffic simulations been run for the present and future conditions as development continues in the area? • Will any traffic be re-routed to lower the amount of traffic going through the proposed roundabout? • Will zoning in the area surrounding the roundabout be addressed in the public hearing? • In an additional letter submitted after the hearing, asks why both alternatives from the 2018 Engineer’s Report were not discussed in the 2022 Environmental Document. • The Environmental Document should include the cost to the motoring public from the closure of US 231 during construction, like the 2018 Engineer’s Report did. • The hearing did not discuss zoning around the intersection. Will the roundabout properly account for expansion of Cline Ave? 	<ul style="list-style-type: none"> • Traffic data and future expansion were considered during project design. The roundabout has been designed to accommodate all present traffic and estimated future traffic without routing to other thoroughfares. • INDOT does not regulate zoning around its project areas. No zoning concerns were brought up by Lake County or the public during the public hearing. • All alternatives considered for this project, including those discussed in the 2018 Engineer’s Report, are included in this document and in the public hearing presentation. • As previously stated, while this document references the 2018 report in places, the two use different standards for communicating their contents and are composed at different phases in the design process. Regardless of this difference, the overall cost to the public from closure of the intersection is not expected to be significantly greater for a roundabout than it would for installing turn lanes.
Jim Kendall	<ul style="list-style-type: none"> • The intersection needs improvement, and turn lanes should have been included when the stop light was installed. • Hopes the roundabout is large enough for the amount of traffic it will receive. • US 231 at Parrish needs to be improved as well. 	<ul style="list-style-type: none"> • Crash data at this intersection supports the need for improvement. • The roundabout has been designed to accommodate both present traffic levels and expected future expansion. • A project to improve US 231 at Parrish Ave has been programmed by INDOT. The preferred alternative for that project is a roundabout, and is currently set to be constructed in 2025. The construction timeframe is subject to change.
Mary Kolodziej	<ul style="list-style-type: none"> • A roundabout at this location could be very dangerous. Traffic travelling 40-50 mph merging to almost a complete stop seems like it will not work well. • The roundabout at Cline and 133rd Ave south of this intersection is highly dangerous, as no one seems to understand how to properly traverse it. 	<ul style="list-style-type: none"> • While drivers will need to slow down entering the intersection, roundabouts have been demonstrated to minimize the need for vehicles to come to a complete stop and to promote free-flowing traffic. • Crash data for the Cline Ave. and 133rd Ave. intersection could not be confirmed. However, data from FHWA and ARIES confirms that overall, roundabouts perform at a similar or greater level of safety than intersections controlled by traffic signals or stop signs.

Response to Written Public Comments – US 231 at Cline Ave. Intersection Improvement (Des. 1700022)

Commenter Name:	General Nature of Comment:	Response to Comment:
	<ul style="list-style-type: none"> • Would prefer right and left turn lanes both here and at Parrish Ave. 	<ul style="list-style-type: none"> • An alternative to improve the intersection by adding turn lanes was considered for the project. While it would meet the project’s purpose and need, it would not decrease severe crashes to as great a degree as the roundabout would. Therefore, a roundabout was designated as the preferred alternative. No change to the preferred alternative has been implemented as a direct result of public feedback.
Sarah Moore	<ul style="list-style-type: none"> • Has experience with roundabouts in other parts of the state. Supports the roundabout, and believes people will get used to them over time. • Agrees with comments from public hearing that doing both this project and the US 231 at Parrish Ave project in the same construction year would be a smart approach. • This area does receive significant rainfall, so the drainage plans should take that into account. • It appears that the design properly accounts for larger trucks and emergency vehicles navigating the roundabout safely. 	<ul style="list-style-type: none"> • Thank you for your support of this project. INDOT’s main priorities are safety and mobility, and your support in these efforts is appreciated. • The idea to construct both this project and the US 231 at Parrish Ave project in the same construction year was explored, but was ultimately considered infeasible due to timing and maintenance of traffic issues. Therefore, the projects will be constructed in separate construction seasons. Rainfall estimates were included in the hydraulic analysis that was used as a basis for the drainage design.
Ed Romanski	<ul style="list-style-type: none"> • The roundabout is a bad idea due to the speed and volume of traffic at this intersection. • Backups will be caused by endless small crashes due to the confusion with navigating the roundabout. • Drivers stopping at the roundabout will defeat the purpose of the project. • Left and right turn lanes should be installed both here and at 231 at Parrish. 	<ul style="list-style-type: none"> • The roundabout has been designed to accommodate for both present and expected future traffic, and the average speed of vehicles travelling through the intersection. • While an adjustment period for some drivers may be needed at the beginning, the overall crash frequency, which is above average at this intersection, is not expected to increase with the installation of a roundabout. Studies have shown that roundabouts increase in efficiency over time as drivers adjust to their presence. This will likely limit both the frequency of crashes and instances of drivers needlessly stopping prior to entering as time progresses. • An alternative to improve the intersection by adding turn lanes was considered for the project. While it would meet the project’s purpose and need, it would not decrease severe crashes to as great a degree as the roundabout would. Therefore, a roundabout was designated as the preferred alternative. No change to the preferred alternative has been implemented as a direct result of public feedback.

Response to Written Public Comments – US 231 at Cline Ave. Intersection Improvement (Des. 1700022)

Committer Name:	General Nature of Comment:	Response to Comment:
Shirley Moran	<ul style="list-style-type: none"> • Supports the proposed roundabout. • Has observed that traffic is typically busy during rush hour. • People use this area for drag racing and other unsafe driving practices. A roundabout will force people to slow down. • No other alternative is needed. 	<ul style="list-style-type: none"> • Thank you for your support of this project. INDOT’s main priorities are safety and mobility, and your support in these efforts is appreciated. • Traffic patterns were considered during project design, and the preferred alternative is expected to reduce queue lengths and intersection travel time even during peak traffic times. • The preferred alternative is indeed expected to reduce approach speeds of vehicles entering the intersection. • While other alternatives were considered, a roundabout is still the preferred alternative for this project.
Schillings Development	<ul style="list-style-type: none"> • Email from Schilling Office Manager Jen Faulkner containing letters from Schilling’s General Counsel and Development Manager, Kevin Hunt and Jack Slager. • Jack Slager – Supports the roundabout and believes it will both enhance driver safety and better allow for the ongoing expansion in the area. • Kevin Hunt – Supports the roundabout. Schillings employs several delivery trucks and employees who travel the area, and the roundabout will be a significant improvement. 	<ul style="list-style-type: none"> • Thank you both for your support of this project. INDOT’s main priorities are safety and mobility, and your support in these efforts is appreciated.
Rebecca Hoogewerf	<ul style="list-style-type: none"> • Is familiar with roundabouts and knows they can work well, but does not believe they are always the best choice. Asks that the turn lane alternative be reconsidered. • Is concerned that residents of the Green Acres subdivision will not be able to safely leave the neighborhood during times of peak traffic. • Traffic heading north on Cline Ave will back up due to inability to enter the roundabout. • Only downward lighting should be used at the roundabout. 	<ul style="list-style-type: none"> • An alternative to improve the intersection by adding turn lanes was considered for the project. While it would meet the project’s purpose and need, it would not decrease severe crashes to as great a degree as the roundabout would. Therefore, a roundabout was designated as the preferred alternative. No change to the preferred alternative has been implemented as a direct result of public feedback. • Even during peak times, traffic in and around a roundabout is naturally affected by local patterns, and will stagger and create gaps on its own, allowing for subdivision residents to properly turn out of their neighborhood. • Queue distances at all approaches are expected to decrease with the installation of a roundabout due to the free-flowing movement of traffic.

Response to Written Public Comments – US 231 at Cline Ave. Intersection Improvement (Des. 1700022)

Commenter Name:	General Nature of Comment:	Response to Comment:
		<ul style="list-style-type: none">• Per a previously instituted firm commitment, all new permanent lighting will be directed downward and away from the surrounding environment.

APPENDIX H
Air Quality & TIP / STIP Incorporation

Northwestern Indiana Regional Planning Commission 2022-2026 Transportation Improvement Program

1801869	Intersect. Improv. W/ Added Turn Lanes	Intersection Improvement with median U-Turn; LaPorte County	INDOT	NHPP Non Interstate	\$1,048,000	\$262,000	\$0	\$260,000	\$0	\$1,050,000	\$0	\$160,000	\$50,000	\$1,100,000	\$0	\$0	\$0	\$1,310,000	Yes
2000052	Intersection or Intersection Groups	Intersection Improvement Project in Lake County	INDOT	NHPP Interstate	\$1,755,000	\$195,000	\$0	\$150,000	\$0	\$1,800,000	\$0	\$0	\$150,000	\$120,000	\$0	\$1,680,000	\$0	\$1,950,000	Yes
1702994	Intersection or Intersection Groups	District Intersection Improvement Project in Lake County	INDOT	NHPP Non Interstate	\$2,900,298	\$340,000	\$0	\$340,000	\$80,000	\$2,820,298	\$0	\$0	\$340,000	\$530,000	\$0	\$2,370,298	\$0	\$3,240,298	Yes
1383615	Intersection or Intersection Groups	Intersection Improvement, Roundabout at SR 55 in Merrillville	INDOT	State Funds	\$0	\$3,058,486	\$0	\$290,000	\$500,000	\$2,268,486	\$0	\$620,000	\$2,438,486	\$0	\$0	\$0	\$0	\$3,058,486	No
1702989	Intersection or Intersection Groups	Intersection Improvement; Roundabout in Westville	INDOT	NHPP Non Interstate	\$1,055,400	\$323,760	\$0	\$164,800	\$20,000	\$1,194,000	\$0	\$164,800	\$40,000	\$1,174,000	\$0	\$0	\$0	\$1,378,800	Yes
1700022	Intersection or Intersection Groups	Intersection Improvement Project; Lake County	INDOT	State Funds	\$0	\$2,511,899	\$0	\$0	\$54,000	\$2,457,899	\$0	\$74,000	\$2,437,899	\$0	\$0	\$0	\$0	\$2,511,899	No
1600693	Intersection or Intersection Groups	Intersection Improvement; Roundabout in Hobart	INDOT	State Funds	\$0	\$1,658,058	\$0	\$0	\$0	\$1,658,058	\$0	\$0	\$1,658,058	\$0	\$0	\$0	\$0	\$1,658,058	No
1800861	Its Devices Maintenance Contracts	ITS Maintenance Contract	INDOT	State Funds	\$0	\$1,846,515	\$0	\$0	\$0	\$1,846,515	\$0	\$0	\$1,846,515	\$0	\$0	\$0	\$0	\$1,846,515	Yes
1800885	Its Traffic Management Systems	ITS Maintenance	INDOT	NHPP Interstate	\$270,000	\$30,000	\$0	\$0	\$0	\$300,000	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0	\$300,000	Yes
1800881	Its Traffic Management Systems	ITS maintenance	INDOT	State Funds	\$0	\$200,000	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$200,000	Yes
2002572	Its Traffic Management Systems	Traffic Management System Project	INDOT	State Funds	\$0	\$1,180,000	\$0	\$0	\$0	\$1,180,000	\$0	\$0	\$1,180,000	\$0	\$0	\$0	\$0	\$1,180,000	Yes
1800865	Its Traffic Management Systems	ITS devices replacement and maintenance	INDOT	State Funds	\$0	\$600,000	\$0	\$0	\$0	\$600,000	\$0	\$0	\$600,000	\$0	\$0	\$0	\$0	\$600,000	Yes
1901643	Its Traffic Management Systems	ITS Traffic Management	INDOT	NHPP Interstate	\$32,000,000	\$3,000,000	\$0	\$5,000,000	\$0	\$30,000,000	\$0	\$5,000,000	\$0	\$0	\$30,000,000	\$0	\$0	\$35,000,000	No
1900834	New Bridge	Bridge over Canadian National; Schererville	INDOT	State Funds	\$0	\$1,693,847	\$5,166,435	\$1,030,282	\$0	\$5,830,000	\$0	\$1,030,282	\$0	\$0	\$5,830,000	\$0	\$0	\$6,860,282	Yes
TIP ID	Work Type	Project Title	Lead Agency	FED Fund Type	FED	STATE	LOC	PE	RW	CN	CE	Funding in Prior Years	2022	2023	2024	2025	2026	Total Project Costs	Air Quality Exempt

NIRPC TIP Amendment 22-58

20 transportation project(s) of 22-58

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ID	Contract #	Lead Agency	Title	Project Type	Total Cost	Fed Funds
2002586	R-43589	Hammond	Hohman Complete Streets	Road Op & Maint	\$2,884,000	STBG Chicago UZA
1500674		INDOT	Bridge Deck Overlay at I 80-FUTURE PROJECT	Bridge	\$4,351,000	NHPP Interstate
1592882		INDOT	District Small Structure Project	Other	\$15,000,000	NHPP Interstate
2000495	R-43004	INDOT	District Pavement Project (Interstate)	Road Recons/Rehab/Resurf	\$12,862,000	NHPP Interstate
1800257		INDOT	Bridge Replacement	Bridge	\$12,723,000	NHPP Interstate NHPP Non Interstate
1700022	R-42251	INDOT	Intersection Improvement Project	Intersection	\$4,609,000	NHPP Non Interstate
1702989		INDOT	Intersection Improvement; Roundabout	Intersection	\$2,254,800	NHPP Non Interstate
1902136	R-42604	INDOT	Small Structure and Drains Construction-FUTURE PROJECT	Other	\$1,753,120	NHPP Non Interstate
1701335	R-43809	INDOT	District Small Structure Project	Bridge	\$1,735,000	NHPP Non Interstate
1702992		INDOT	Auxiliary Lanes, Two Way Left Turn Lanes	Road Recons/Rehab/Resurf	\$20,318,682	NHPP Non Interstate
1702993		INDOT	Auxiliary Lanes, Two Way Left Turn Lanes	Road Recons/Rehab/Resurf	\$20,294,643,389	NHPP Non Interstate
1901361	R-42494	INDOT	District Pavement Project (Non-I)	Road Recons/Rehab/Resurf	\$6,775,850	NHPP Non Interstate
1800622		INDOT	Bridge Painting	Bridge	\$1,721,800	NHPP Non Interstate
1600701	R-42249	INDOT	Intersection Improvement Project	Other	\$1,925,000	NHPP Non Interstate
1902137	R-42605	INDOT	Small Structure and Drains Construction	Other	\$2,182,000	
1296364		INDOT	Bridge Painting at SR 49	Bridge	\$2,205,740	
1601089		INDOT	Shoulder rehabilitation	Other	\$10,571,485	
1173430		Portage	Road Reconstruction (3R/4R Standards) at Central Ave	Road Recons/Rehab/Resurf	\$3,461,675	DEMO STBG Chicago UZA
1401029	R-37669	Porter County	Intersec. Improvement at CR 100S-FUTURE PROJECT	Intersection	\$7,761,200	STBG Chicago UZA STBG Group IV
2101168	R-44058	Winfield	Intersection Improvement Roundabout-FUTURE PROJECT	Intersection	\$1,986,040	CMAQ Chicago UZA



[Project Overview](#)

[Funding History](#)

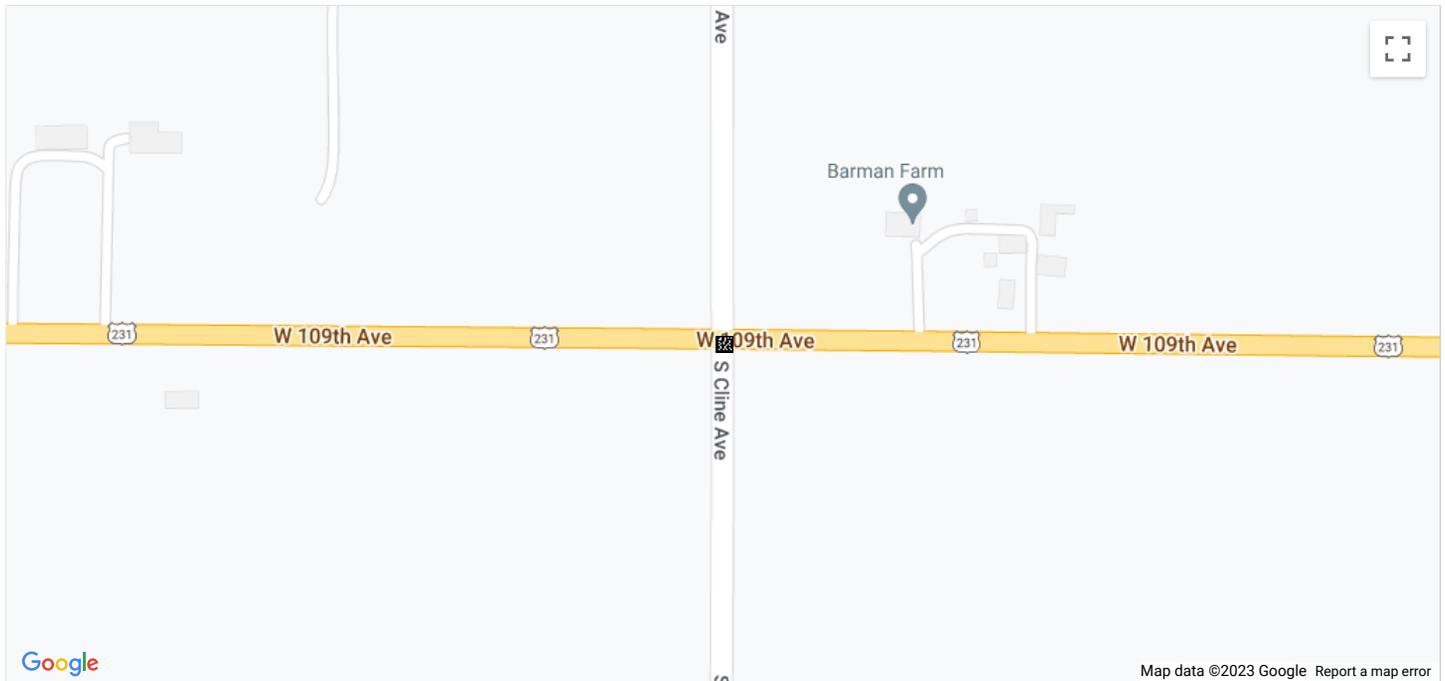
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Intersection Improvement Project (1700022)

Des Number 1700022	Amendment 22-58 ADMIN MOD	Exempt Category Non-Exempt	Est Total Project Cost \$4,609,000
Contract # R-42251	Contact (ERC)		County Lake
Lead Agency INDOT	Letting Date 02/15/2023	Functional Classification Other Principal Arterial	Bike/Ped Component(s) No
Project Type Intersection Improvement, Roundabout			
Title Intersection Improvement Project			
Limits			
Description US 231 Intersection of US 231 & Cline Ave, 2.0mi E of US 41, Intersection Improvement, Roundabout in Lake County.			

Phase	Fund Source	Prior SFY	SFY2022	SFY2023	SFY2024	SFY2025	SFY2026	Future SFY	Total
RW	State Match	\$54,000	-	-	-	-	-	-	\$54,000
	<i>Total Right of Way</i>	\$54,000	-	-	-	-	-	-	\$54,000
CN	NHPP Non Interstate	-	-	-	-	\$3,628,000	-	-	\$3,628,000
CN	State Match	\$20,000	-	-	-	\$907,000	-	-	\$927,000
	<i>Total Construction</i>	\$20,000	-	-	-	\$4,535,000	-	-	\$4,555,000
	Total Programmed	\$74,000	-	-	-	\$4,535,000	-	-	\$4,609,000





INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758-Executive Office
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Eric Holcomb, Governor
Michael Smith, Commissioner

April 26, 2022

Mr. Jermaine R. Hannon, Division Administrator
FHWA Indiana Division
575 North Pennsylvania St., Room 254
Indianapolis, IN 46204

Ms. Kelley Brookins, Regional Administrator
FTA Region 5
200 West Adams St.
Suite 320
Chicago, IL 60606-5253

Dear Mr. Hannon /Ms. Brookins:

The Indiana Department of Transportation is pleased to submit its Draft FY 2022-2026 Statewide Transportation Improvement Program (STIP) for review and comment by your offices.

Included in the final submitted document is a listing of the state’s expansion/preservation and local small urban and rural and rural transit projects. The following Metropolitan Planning Organization TIP’s will be included in the FY 2022-2026 STIP by reference, pending FHWA approval in May 2022.

Area Plan Commission of Tippecanoe County (APCTC)	FY 2022-2026
• <i>Version 3/10/2022</i>	
Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO)	FY 2022-2026
• <i>Version 3/11/2022</i>	
Columbus Area Metropolitan Planning Organization (CAMPO)	FY 2022-2026
• <i>Version 3/22/2021</i>	
Delaware-Muncie Metropolitan Plan Commission (DMMPC)	FY 2022-2025
• <i>Version 12/15/2021</i>	
Evansville Metropolitan Planning Organization (EMPO)	FY 2022-2026
• <i>Version 3/10/2022</i>	
Kokomo-Howard County Governmental Coordinating Council (KHCGCC)	FY 2022-2026
• <i>Version 3/10/2022</i>	
Kentuckiana Regional Planning and Development Agency (KIPDA)	FY 2020-2025
• <i>Version 3/29/2022</i>	
Indianapolis Metropolitan Planning Organization (IMPO)	FY 2022-2025
• <i>Version 8/18/2021</i>	
Michiana Area Council of Governments (MACOG)	FY 2022-2026
• <i>Version 3/09/2022</i>	

Madison County Council of Governments (MCCOG)	FY 2022-2026
• <i>Version 7/13/2021</i>	
Northeastern Indiana Regional Coordinating Council (NIRCC)	FY 2022-2026
• <i>Version 3/28/2022</i>	
Northwestern Indiana Regional Planning Commission (NIRPC)	FY 2022-2026
• <i>Version 3/17/2022</i>	
Ohio-Kentucky-Indiana Regional Council of Governments (OKI)	FY 2020-2023
• <i>Version 03/10/2022</i>	
Terre Haute Area Metropolitan Planning Organization (THAMPO)	FY 2020-2024
• <i>Version 08/26/2021</i>	

In addition, INDOT has expanded our public involvement process by taking advantage of virtual meeting techniques and allowing accessibility to online documents, materials, virtual meeting registration, recorded virtual meetings, and comment forms. INDOT also leveraged our planning partner contacts (MPOs, RPOs, LTAP), social media, and notifications sent to local libraries, housing authorities, senior aging centers, and local newspapers across the state.

We greatly appreciate FHWA/FTA support in the development of the STIP 2022-2026 and look forward to working together to achieve our mutual goals. Should you have any questions pertaining to this amendment, please contact Michael McNeil, STIP Specialist at 317-232-0223 or at mmcneil@indot.in.gov.

Sincerely,



Michael Smith, Commissioner
Indiana Department of Transportation

cc: (w/enclosure): FTA
Michelle Allen, FHWA
Jeffrey Brooks, INDOT
Kristin Brier, INDOT
Kathy Eaton-McKalip, INDOT
Louis Feagans, INDOT
Roy Nunnally, INDOT
Larry Buckel, INDOT
Jay Mitchell, INDOT
Jason Casteel, INDOT
Michael McNeil, INDOT



Federal Transit Administration
Region V
200 West Adams St., Suite 320
Chicago, IL 60606-5253

U.S. Department
of Transportation

Federal Highway Administration
Indiana Division
575 N. Pennsylvania St., Rm 254
Indianapolis, IN 46204-1576

June 17, 2022

Mr. Michael Smith
Commissioner
Indiana Department of Transportation
100 N Senate Ave. N955
Indianapolis, IN 46204

SUBJECT: Indiana FY2022-2026 STIP Approval and Associated Federal Planning Finding

Dear Mr. Smith:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the FY2022-2026 Indiana Statewide Transportation Improvement Program (INSTIP), which was submitted by the INDOT request letter dated April 27, 2022.

Based on our review of the information provided, certifications of the Statewide and Metropolitan transportation planning processes for and within the state of Indiana, and our participation in those transportation planning processes (including planning certification reviews conducted in Transportation Management Areas), FHWA and FTA are jointly approving the FY2022-2026 STIP, including the Metropolitan Planning Organization (MPO) Transportation Improvement Programs (TIPs) directly incorporated into the STIP, subject to the corrective actions identified in the attached Federal Planning Finding (FPF) report. FHWA and FTA consider the projects in the 5th year for informational purposes only, and our approval does not exceed four years per 23 CFR 450.220(c).

FHWA and FTA are required under 23 CFR 450.220(b) to document and issue an FPF in conjunction with the approval of the FY2022-2026 STIP. At a minimum, the FPF verifies that the development of the STIP is consistent with the provisions of both the Statewide and Metropolitan transportation planning requirements. FHWA and FTA find that the Indiana FY2022-2026 STIP substantially meets the transportation planning requirements and are approving the STIP subject to the corrective actions outlined in the FPF. This approval is effective June 17, 2022, and is given with the understanding that an eligibility determination of individual projects for funding must be met, and INDOT must ensure the satisfaction of all administrative and statutory requirements, as well as address the corrective actions outlined in the attached report. FHWA and FTA will continue to partner with INDOT to ensure the previously developed action plan (attached) is implemented to address the corrective actions. If progress is not made in addressing the corrective actions, future amendments to the FY2022-2026 STIP, or adoption of the FY2024-2028 STIP, may not be approved by USDOT.

If you have questions or need additional information concerning our approval and the FPF, please contact Ms. Michelle Allen of the FHWA Indiana Division at (317) 226-7344, or by email at michelle.allen@dot.gov, or Mr. Jason Ciavarella of the FTA Region 5 Office at (312) 353-1653, or by email at jason.ciavarella@dot.gov.

Sincerely,

**KELLEY
BROOKINS** Digitally signed by
KELLEY BROOKINS
Date: 2022.06.13
10:08:34 -05'00'

Kelley Brookins
Regional Administrator
FTA Region V

Sincerely,

**JERMAINE
R HANNON** Digitally signed by
JERMAINE R
HANNON
Date: 2022.06.13
15:57:46 -04'00'

Jermaine R. Hannon
Division Administrator
FHWA Indiana Division

cc: (transmitted by e-mail)
Louis Feagans, INDOT
Roy Nunnally, INDOT
Karen Hicks, INDOT

Attachments have been removed for the purposes of this NEPA document.

APPENDIX I

Additional Information

LCWF Properties, Lake County

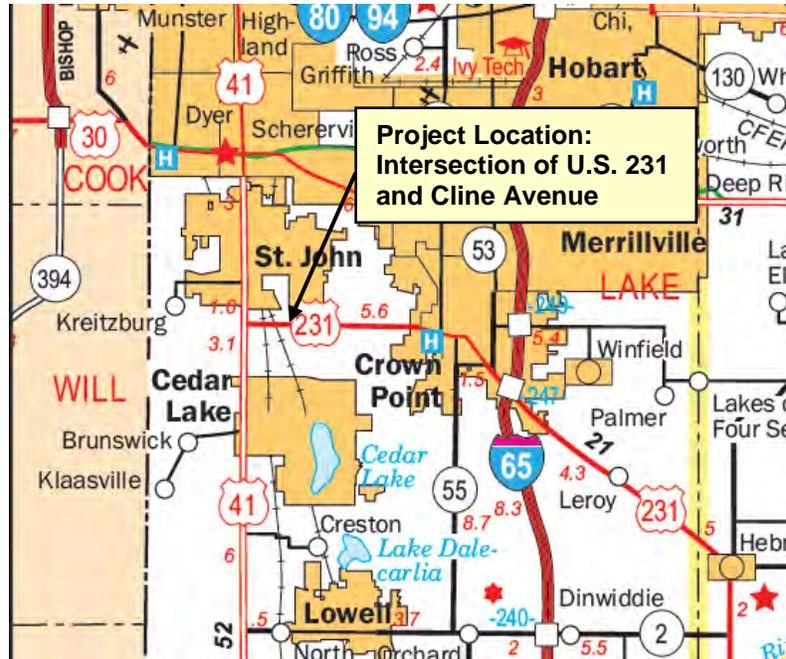
20-Jan-20

Information courtesy <https://www.lwcfcoalition.com/map-of-lwcf>

State	County	Grant ID	Element	Type	Grant Element Title	Grant Sponsor	Fiscal Year	Amount(\$)
1	Indiana	Lake	5	D	EDWARD C. DOWLING PARK	HAMMOND PARK BOARD	1967	176105.6
2	Indiana	Lake	11	D	TOLLESTON PARK SWIMMING POOL	GARY PARK BOARD	1966	86399
3	Indiana	Lake	40	D	HOMESTEAD PARK	HIGHLAND PARK BOARD	1968	25843.01
4	Indiana	Lake	71	D	WADSWORTH PARK	GRIFFITH PARK BOARD	1970	48696.29
5	Indiana	Lake	108	D	RIVERVIEW COMMUNITY PARK	EAST GARY PARK BOARD	1973	90019.5
6	Indiana	Lake	206	D	MEADOWS PARK DEVELOPMENT	HIGHLAND PARK BOARD	1975	218361
7	Indiana	Lake	239	C	BLUEBIRD PARK	MUNSTER PARK BOARD	1976	110518
8	Indiana	LAKE	277	C	LAKE VIEW PARK ADDN	HOBART PK & REC BD	1978	0
9	Indiana	Lake	302	C	MUNSTER COMMUNITY PARK	MUNSTER PARK BOARD	1978	915570
10	Indiana	Lake	414	D	WOLF LAKE PICNIC AREA & RESTROOMS	HAMMOND PARK BOARD	1983	24809.5
11	Indiana	Lake	473	D	OAK RIDGE PRAIRIE IMPROVEMENTS	LAKE COUNTY PARK BOARD	1990	56476
12	Indiana	Lake	488	D	MARQUETTE PARK IMPROVEMENTS	GARY PARK BOARD	1992	75000
13	Indiana	LAKE	522	D	PAVESE PARK EXPANSION AND REDEVELOPMENT	HOBART PARK BOARD	2002	200000
14	Indiana	Lake	523	D	CENTENNIAL PARK PHASE II	MUNSTER PARK BOARD	2002	200000
15	Indiana	Lake	586	C	TEIBEL NATURE PARK	SCHERERVILLE PARK BOARD	2014	400000
16	Indiana	Lake	55	A	SOUTHRIDGE PARK ACQUISITION	HIGHLAND PARK BOARD	1969	25000
17	Indiana	Lake	59	A	WADSWORTH PARK	GRIFFITH PARK BOARD	1970	21028.26
18	Indiana	Lake	150	A	MEADOWS PARK ACQUISITION	HIGHLAND PARK BOARD	1974	100758
19	Indiana	Lake	202	D	HATCHER PARK	GARY PARK BOARD	1975	51443.7
20	Indiana	Lake	227	D	LIBERTY PARK	LOWELL PARK BOARD	1976	62071
21	Indiana	Lake	272	D	WOLF LAKE BEACH DEVELOPMENT	HAMMOND PARK BOARD	1978	225750
22	Indiana	Lake	329	R	JACKSON PARK RENOVATION	GARY PARK BOARD	1979	60000
23	Indiana	LAKE	417	C	D/CENTENNIAL PLAZA AND TRAIL	HAMMOND PARK BOARD	1984	95000
24	Indiana	Lake	455	D	DEEP RIVER COUNTY PARK	LAKE COUNTY PARK BOARD	1987	99945.8
25	Indiana	LAKE	464	D	HOBART LAKEFRONT DEVELOPMENT	HOBART PARK BOARD	1988	100000
26	Indiana	LAKE	489	D	HOBART LAKEFRONT DEVELOPMENT PH II	HOBART PARK BOARD	1993	75000
27	Indiana	Lake	524	C	WOLF LAKE PARK SOUTH	HAMMOND PARK BOARD	2002	0
28	Indiana	Lake	528	C	LOWELL SPORTS PARK COMPLEX	LOWELL PARK BOARD	2002	200000
29	Indiana	Lake	590	C	DEEP RIVER PARK	LAKE COUNTY PARK BOARD	2015	200000
30	Indiana	LAKE	12	D	WASHINGTON PARK SWIMMING POOL	GARY PARK BOARD	1966	81674.3
31	Indiana	Lake	87	D	SHEPPARD PARK	HIGHLAND PARK BOARD	1971	64420.35
32	Indiana	LAKE	102	A	GRAND LAKE RECREATION AREA	EAST GARY PARK BOARD	1972	27000
33	Indiana	Lake	137	C	NORTHGATE PARK	DYER PARK BOARD	1973	205965.5
34	Indiana	Lake	170	D	HOWE PARK	GARY PARK BOARD	1974	21487.53
35	Indiana	Lake	193	D	HARRISON PARK TENNIS COURT LIGHTING	HAMMOND PARK BOARD	1975	8830.75

36	Indiana	Lake	199	C	RIDGEWAY PARK	MUNSTER PARK BOARD	1975	75000
37	Indiana	LAKE	226	A	HOOSIER PRAIRIE ACQUISITION	DEPT. OF NATURAL RESOURCES	1976	450000
38	Indiana	Lake	369	D	HARRISON PARK RENOVATION	HAMMOND PARK BOARD	1980	107415.1
39	Indiana	Lake	377	D	MAIN SQUARE PARK	HIGHLAND PARK BOARD	1980	59434.67
40	Indiana	LAKE	386	C	D/GIBSON WOODS/SHELL OIL ACQ.	LAKE COUNTY PARK BOARD	1981	527753
41	Indiana	LAKE	424	D	LAKE ETTA DEVELOPMENT	LAKE COUNTY PARK BOARD	1984	299960
42	Indiana	LAKE	533	D	CITY BALL PARK	HOBART PARK BOARD	2003	200000
43	Indiana	LAKE	555	C	SCHERWOOD PARK	SCHERERVILLE PARK BOARD	2005	200000
44	Indiana	Lake	580	C	OAK RIDGE PRAIRIE COUNTY PARK	LAKE COUNTY PARK BOARD	2014	200000
45	Indiana	LAKE	62	A	LEROY SITE ACQ.	LAKE COUNTY PARK BOARD	1970	93738.09
46	Indiana	Lake	63	D	ELLENDALE PARK	HIGHLAND PARK BOARD	1970	14397.57
47	Indiana	Lake	168	D	SUNNYSIDE PARK	EAST CHICAGO PARK BOARD	1974	35000
48	Indiana	Lake	189	D	DOWLING PARK TENNIS COURT LIGHTING	HAMMOND PARK BOARD	1975	8830.75
49	Indiana	Lake	194	D	MAYWOOD PARK ANNEX	HAMMOND PARK BOARD	1975	105808
50	Indiana	Lake	231	C	D/PHEASANT HILLS PARK	DYER PARK BOARD	1977	95216
51	Indiana	LAKE	237	C	WOLF LAKE LAND ACQ	HAMMOND PARK BOARD	1976	74800
52	Indiana	LAKE	253	C	NEW CHICAGO CENTENNIAL PK	NEW CHICAGO PARK BOARD	1976	7460.73
53	Indiana	LAKE	273	A	PARK SITE NO 31 ACQ	LAKE COUNTY PARK BOARD	1977	425000
54	Indiana	LAKE	311	D	M.C. BENNETT PARK	GARY PARK BOARD	1978	104993.3
55	Indiana	Lake	369	D	LEMON LAKE COUNTY PARK DEVELOPMENT	LAKE COUNTY PARK BOARD	1980	37158.99
56	Indiana	LAKE	445	D	MARQUETTE PARK IMPROVEMENTS	GARY PARK BOARD	1985	100000

**Indiana Department of Transportation
ENGINEER'S REPORT
Des No: 1700022
U.S. 231 Intersection Improvement Project
Location: U.S. 231 and Cline Avenue, 2.0 mi E of U.S. 41
RP 295+30
County: Lake**



Prepared by:



**Lawson-Fisher Associates P.C.
525 West Washington Avenue
South Bend, Indiana 46601**

Date: January 30, 2018

A. PURPOSE OF THE REPORT

The purpose of this report is to document the engineering assessment phase and outline the project scope. This report presents background information and defines the conceptual improvement plan (proposal / recommendation). Its function is to guide programming decision making and other subsequent phases of project development, including environmental review and design / production and other activities leading to construction.

B. PROJECT LOCATION

The project is located on U.S. 231 at the intersection of Cline Avenue, 2.0 miles east of U.S. 41, in Lake County (RP 295+30). The latitude / longitude coordinates for this intersection are 41°25'15" North and 87°25'52" West. The project is in LaPorte District, Gary Sub-District. This location is in a rural planning organization region, the Northwest Indiana Regional Planning Commission (NIRPC). See the project location map in Appendix A for reference.

C. PROJECT NEED AND PURPOSE

The primary need for this project is the existing intersection lacks turn lanes on the approaches that leads to delays, left-turn crashes, and rear-end crashes. These single lane approaches have shoulders which are used as a passing blister and causes confusion for opposing left turning vehicles. In a three-year period, eight of the 36 crashes occurring at the intersection were injury crashes.

The project purpose is to address intersection operational safety by minimizing the potential for crashes.

D. EXISTING CONDITIONS

U.S. 231 serves Lake County residents and provides access to Crown Point, St. John, Cedar Lake, and the surrounding area. U.S. 231 is not part of the National Highway System nor part of the National Truck Network.

The posted speed limit on U.S. 231 is 50 mph. The posted speed limit on Cline Avenue is 40 mph north and 30 mph south of the intersection.

Ground level photographs of the existing conditions are located in Appendix B.

Roadway Classification

U.S. 231 is functionally classified as an Urban – Other Principal Arterial.

Intersection Geometry

The U.S. 231 at Cline Avenue is a 4-way signalized intersection configured with an actuated 2-phase controller. Each leg has a single approach lane with varying shoulder widths near the intersection insufficient for use as a passing blister or right-turn lane.

Roadway History

This section of U.S. 231 was constructed in 1929 with gravel at a width of 18 ft. The roadway was then treated with concrete grading and paving in 1934 and 1935 to a width of 20 ft. In 1961, the roadway was then resurfaced and widened to 24 ft. The roadway has been resurfaced several times since 1961, with the most recent recorded resurface and widening occurring in 1988 to present day width.

U.S. 231 Pavement History

Year	Width	Type of Work
1929	18'	Gravel
1934	20'	Grading and Concrete Pavement
1961	24'	HMA Overlay with Widening
1988	28'	HMA Overlay with Widening

Roadway Cross Section

U.S. 231 is approximately 28 ft. of composite pavement. The roadway consists of 12 ft. travel lanes with 2 ft. paved and 3 ft. usable shoulders. There are no curbs or sidewalks on this section of roadway. The apparent existing R/W is 35 ft. from the centerline of U.S. 231 and 25 ft. from the centerline of Cline Avenue. Snowplowable raised pavement markers are present on U.S. 231. Milled centerline or shoulder corrugations are not present on either roadway.

On U.S. 231 there are two railroad overpasses located 1.2 and 1.8 miles west of the intersection. The U.S. 231 roadway width under these railroad viaducts are approximately 32 ft wide.

U.S. 231

Function Classification:	Other Principal Arterial	
Design Classification:	3R, Two-Lane, Rural Arterial, AADT \geq 5,000 (Fig. 55-34A)	
Typical Approach Cross Section:	Lane Width	Shoulder Width
	12'	2' paved 8' usable
Obstruction Free Zone:	20 ft. from edge of travel lane (50 mph, IDM Chap. 55-5.02 #1)	
Horizontal Alignment:	Maintain existing horizontal alignment, tangent	
Vertical Alignment / Terrain:	Maintain existing vertical alignment, level	
Access Control	None	

Cline Avenue

Function Classification:	Minor Arterial	
Design Classification:	3R, Two-Lane, Rural, $3000 \leq \text{AADT} < 5,000$ (Fig. 55-34A)	
Typical Approach Cross Section:	Lane Width	Shoulder Width
	12'	2' paved 6' usable
Obstruction Free Zone:	10 ft. plus minimum paved shoulder width (30-40 mph, IDM Chap. 55-5.02 #1)	
Horizontal Alignment:	Maintain existing horizontal alignment, tangent	
Vertical Alignment/Terrain:	Maintain existing vertical alignment, level	
Access Control	None	

Horizontal and Vertical Alignments

The horizontal alignment and vertical alignments of U.S. 231 and Cleveland Avenue are tangent and level.

Drainage

The general overland flow is from south to north with roadside ditches along U.S. 231 draining towards the intersection. There are two existing mainline crossing culverts within the limits of the intersection. One of the structures is an 18 in. CMP crossing N-S under U.S. 231 just east of the intersection, and the other is an 18 in. CMP lined with a 12 in. HDPE crossing N-S under U.S. 231 just west of the intersection with Cline Avenue.

Public Road Approaches and Private Drives

The nearest public road approach on U.S. 231 is located 0.5 miles west of the intersection. There are a couple private drives and field entrances east of the intersection along U.S. 231 with the closest drive located approximately 400 ft. from the intersection.

Land Use

There is one residential home within the limits of the project with the surrounding area primarily agricultural. The developed communities of St. John, Cedar Lake, and Crown Point are expanding, evidence by the change in use of some of the agricultural land into large residential sites.

E. TRAFFIC DATA

The traffic data was furnished by INDOT LaPorte District and obtained from INDOT's Traffic Count Database System (TCDS). The District provided a 24-hour Turning Movement Count (TMC), dated 9/27/2016, see Appendix C. The two sources were used to arrive at the Design Traffic Data listed below. An annual growth factor of 0.5 % increase

per year was used to estimate the 2042 Design Data. The results are summarized below with full report provided in Appendix D.

	West APP. US 231	North APP. Cline Ave.	South APP. Cline Ave.	East APP. US 231
2016 AADT (vpd)	15,640	3,410	6,190	11,600
2022 AADT (vpd)	16,110	3,300	6,380	11,950
2042 AADT (vpd)	17,670	3,620	6,990	13,110
2042 DHV (%)	9.2%	13.4%	10.2%	12.6%
Commercial Vehicles (% AADT)	3.6%	3.3%	2.6%	3.9%
Commercial Vehicles (% DHV)	3.4%	3.1%	2.6%	3.8%
Directional Distribution	52%	49%	52%	49%

F. CRASH DATA

Crash data for the U.S. 231 and Cline Avenue Intersection was provided by the LaPorte District. A three-year analysis period ranged from October 2012 through September 2015. During this time, the U.S. 231 and Cline Avenue Intersection had 36 crashes involving 78 vehicles occur within the project limits. There were eight crashes with injures. No crashes resulted in fatal injuries. Crashes occurring in the three-year analysis period resulted in the following statistics with a full crash summary analysis is provided in Appendix E:

- Approximately 22% of the crashes resulted in personal injury.
- 24 of 36 crashes were Rear End Type crashes, the predominant type of crash. (24 crashes resulting in seven injuries)
- Of the 24 rear-end crashes, 20 of these are confirmed to occurred on U.S. 231. The other four rear-end crashes had no direction indicated. Statistically, it is highly probable that they also occurred on U.S. 231.
- Seven of 36 crashes were Left Turn Type, the next dominant crash type. (seven crashes resulting in two injuries)
- Based upon this data, the Intersection Crash Rate, "R" = 1.478 crashes per million vehicles entering the intersection per year. This crash rate is at INDOT's safety threshold, indicating consideration of crash reduction improvements may be needed.

The crash data and statistical results indicate a pattern of rear end type accidents.

The following crash reduction methods, as listed in Chapter 53 of the IDM, may provide the most beneficial crash type reduction:

- Provide Adequate Channelization
- Add Auxiliary Turn Lanes
- Improve Advance Warning Signs and Markings
- Improve Marking and Signing

G. PROJECT RECOMMENDATIONS

The intersection improvement project shall be designed in compliance with Indiana Design Manual (IDM), Chapter 55, "3R Projects" and any other applicable standards.

Alternative 1: Do Nothing

This alternative would not address the safety issues and concerns. The left-turn and rear-end crashes would continue.

Alternative 2: Roundabout (Preferred)

This alternative would consist of reconstructing the intersection as a roundabout and would eliminate the left turn crashes since the roundabout would remove left turning movements. This alternative would also decrease the amount of rear-end crashes with the reduction of vehicle queue lengths (delays) and with improved markings and signage required in advance of the roundabout. The estimated construction cost for this alternative is \$2.1 million, refer to Appendix F.

Alternative 3: Intersection Widening with Designated Turn Lanes

This alternative would consist of widening the intersection to provide designated left turn lanes for all approaches and right turn lanes on U.S. 231. This configuration provides a design year levels of service (LOS) of B for the intersection with LOS of C for the north and south approaches as shown in Appendix G. The vehicular queue distance for through vehicles on U.S. 231 extends from the intersection approximately 280 ft. This vehicular queue length could be reduced by introducing a second through lane, but this additional lane would make the project cost prohibitive and therefore does not warrant further investigation.

Details of Preferred Alternate

The high volume of right-turning movements from eastbound to southbound make a bypass lane necessary for a single-lane roundabout to function. The vehicle queue length on U.S. 231 for eastbound and westbound through traffic for a single lane roundabout with a bypass lane were more than 300 ft. This large queue length would likely continue with delays and rear-end crashes. The design was altered to include a two-lane roundabout resulting in a reduction of vehicle queue lengths on U.S. 231 to 170 ft. and 75 ft. for east and west bound, respectively. The roundabout layout and analysis as shown in Appendix H and I, respectively, provides a design year levels of service (LOS) B for Cline Avenue and LOS A and B for U.S. 231 east and west approach, respectively. Additional analyses predict that the proposed roundabout will meet applicable design criteria with traffic grown at a rate of 1.7% to the design year.

During the Design Peak Hour, the overall truck volume was 3.4%. Despite this low truck volume, the roundabout shall accommodate the turning movements for the Indiana Design Vehicle (WB-65) for the through movements on U.S. 231.

Detention of storm water runoff shall be located on site.

H. Survey Requirements

Full survey is anticipated for this project at approximately 1400 ft. east and west along U.S. 231 and 500 ft. north and south along Cline Avenue with a 250 ft. width per side of the roadway.

I. Right-of-Way Requirements

This project using the preferred alternative is expected to require approximately 3.2 acres of additional permanent right-of-way and 0.10 acres of temporary right-of-way. This increase excludes reacquisition of existing right-of-way in non-platted areas.

J. Estimated Cost

The project development cost for the preferred alternative is as follows:

Construction Cost (CN)	\$ 1,670,000.00
Preliminary Engineering (PE)	200,000.00
Utility (UT)	500,000.00
Right-of Way Cost (RW)	80,000.00
<u>Construction Engineering</u>	<u>250,000.00</u>
Total Project Cost	\$ 2,700,000.00

K. Traffic Maintenance

The following provisional recommendation is presented regarding the Maintenance of Traffic during construction. The designer is instructed to revisit and refine this strategy.

The Maintenance of Traffic scheme consists of detouring U.S. 231 traffic as follows:

- The preliminary detour route under consideration is as follows:
 - U.S. 41
 - U.S. 30
 - S.R. 55
- The official detour length will be approximately 16.9 miles, requiring an additional 9.4 miles of travel that equates to a user cost of 4.5 million on an anticipated 75 day closure.

No local detour has been evaluated for Cline Avenue on this project.

L. UTILITIES

Overhead electric, telephone, and cable are primarily on the north side of U.S. 231 and the east side of Cline Avenue within the vicinity of the intersection. West of the intersection, there are overhead utilities that occupy both the north and south side of the U.S. 231.

An underground gas line runs along the north side of U.S. 231 with a branch running south along the west side of Cline Avenue.

Refer to Appendix J for the 811 locate report listing utility companies within the limits of the project. Utility coordination procedures shall be in accordance with the design manual.

Existing right-of-way plans identified property interests are held by AT&T Distribution, Town of St. John and Lamar Advertising Company within the project limits. The Town of St. John confirmed that to-date their water and sewer facilities have not been extended into the intersection.

M. ENVIRONMENTAL CONSIDERATIONS

This project will likely require preparation of a CE Level 2. The District or the District's consultant will prepare an environmental document (CE) in accordance with the National Environmental Policy Act, National Historic Preservation Act, and other relevant laws. Coordination with the preparer of the CE regarding the progress of the design is essential in keeping the project on schedule as changes to the scope could require changes to the CE. A final permits determination shall be made during design and may include the impacts to the potential wetland located in the southwest quadrant of the intersection.

A Rule 5 erosion control permit will be needed for the project. It is anticipated that this project will require a Level 1 Storm Water Quality Control Plan (SWQCP) per 205-R-636.

N. OTHER PROJECTS IN AREA

There are no other projects that are within the project limits during the programmed construction year (2024).

O. COORDINATION, MEETINGS, CONCURRENCE

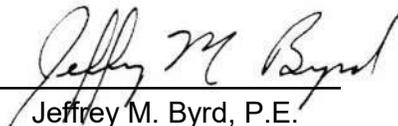
A scoping meeting was conducted at LFA with Paul South on November 1, 2017. LFA conducted a project site visit on December 19, 2017. A meeting with District staff was held on January 22, 2018 to review traffic analysis and obtain consensus on preferred alternative.

P. CHANGES TO THIS ENGINEER'S REPORT

The LaPorte District Technical Services and Capital Program Management shall be consulted if deviation from this document is determined to be necessary during a later phase of project development. The person initiating changes shall route a memo detailing the changes including justification for the change and the estimated cost difference to the LaPorte District System Asset Manager, Scoping Manager, and Project Manager for concurrence.

Q. APPENDICES

- A. Project Location Map
- B. Ground Level Photographs
- C. INDOT Turning Movements
- D. Traffic Projections
- E. Crash Data Summary
- F. Roundabout Construction Cost Estimate
- G. Traffic Signal Analysis
- H. Roundabout Layout
- I. Roundabout Analysis
- J. Utility Locate Ticket

Document Prepared by:  Date: January 30, 2018
Jeffrey M. Byrd, P.E.
Lawson-Fisher Associates P.C.

Concur:  Date: 2/3/2018
Paul South
Scoping Manager
INDOT LaPorte District

Steve Benczik
System Asset Manager
INDOT LaPorte District
Date: _____

Sarah Ford
Technical Services Director
INDOT LaPorte District
Date: _____

Environmental Justice Analysis - Maps and Figures

Total:—Estimate in 2 Geos in 2019

Survey/Program: American Community Survey

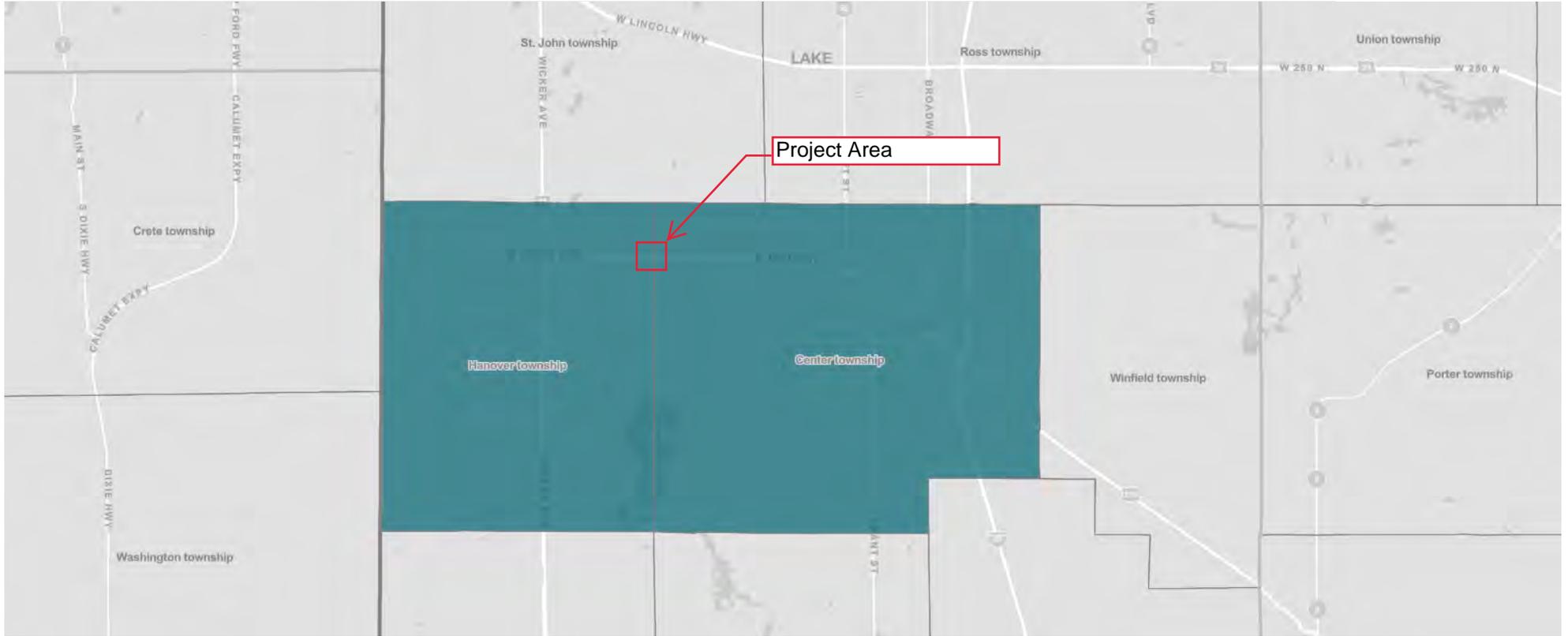
Product: 2019: ACS 5-Year Estimates Detailed Tables

CUSTOMIZE MAP

Geographies: County Subdivision

Community of Comparison Map

Select Clear Geos Table Notes



Legend	
13481—32912	2
No Data	0

2 mi

Total:—Estimate in 3 Geos in 2019

Survey/Program: American Community Survey

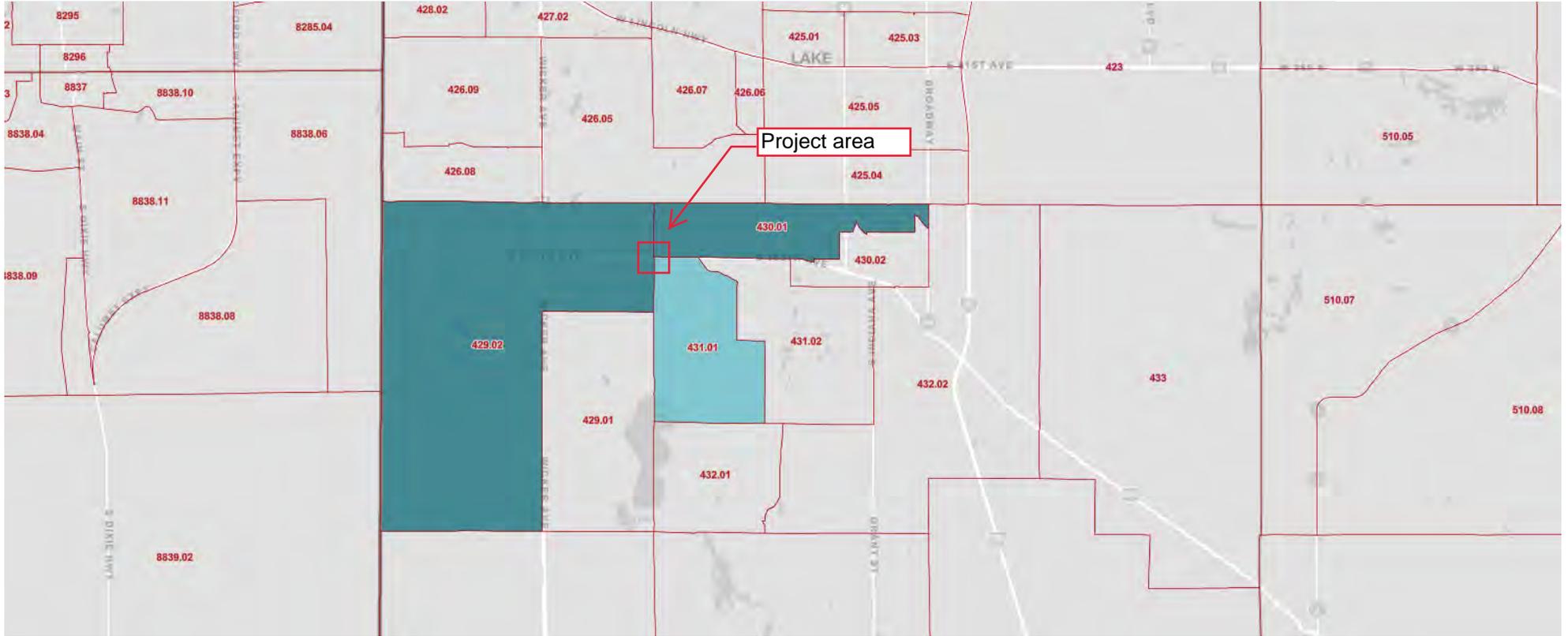
Product: 2019: ACS 5-Year Estimates Detailed Tables

CUSTOMIZE MAP

Geographies: Census Tract

Affected Community Map

Select Clear Geos Table Notes



Legend

2897—6728	2
2896—2896	1
No Data	0

2 mi

HISPANIC OR LATINO ORIGIN BY RACE



Note: This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table.

Combined to form Community of Comparison

	Center township, Lake County, Indiana	Hanover township, Lake County, Indiana	Census Tract 429.02, Lake County, Indiana	Census Tract 430.01, Lake County, Indiana	Census Tract 431.01, Lake County, Indiana
Label	Estimate	Estimate	Estimate	Estimate	Estimate
▼ Total:	33,370	13,533	6,741	4,276	2,919
▼ Not Hispanic or Latino:	31,195	12,469	6,128	4,027	2,800
White alone	29,727	12,052	5,752	3,834	2,774
Black or African American alone	452	86	70	44	0
American Indian and Alaska Native alone	27	34	19	2	7
Asian alone	644	155	155	103	0
Native Hawaiian and Other Pacific Islander alone	11	6	6	5	0
Some other race alone	0	0	0	0	0
▼ Two or more races:	334	136	126	39	19
Two races including Some other race	0	0	0	0	0
Two races excluding Some other race, and three or more races	334	136	126	39	19
▼ Hispanic or Latino:	2,175	1,064	613	249	119
White alone	1,503	541	483	196	74
Black or African American alone	46	0	0	0	0
American Indian and Alaska Native alone	0	9	9	0	0
Asian alone	14	37	0	0	0
Native Hawaiian and Other Pacific Islander alone	0	0	0	0	0
Some other race alone	298	325	41	38	11
▼ Two or more races:	314	152	80	15	34
Two races including Some other race	245	67	67	15	34
Two races excluding Some other race, and three or more races	69	85	13	0	0

Columns
Cell/Column Notes

Table Notes

HISPANIC OR LATINO ORIGIN BY RACE

Survey/Program:
American Community Survey
Universe:
Total population
Year:

POVERTY STATUS IN THE PAST 12 MONTHS BY SEX BY AGE

Note: This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table.

Combined to form Community of Comparison

	Center township, Lake County, Indiana	Hanover township, Lake County, Indiana	Census Tract 429.02, Lake County, Indiana	Census Tract 430.01, Lake County, Indiana	Census Tract 431.01, Lake County, Indiana
Label	Estimate	Estimate	Estimate	Estimate	Estimate
▼ Total:	32,912	13,481	6,728	4,276	2,896
▼ Income in the past 12 months below poverty level:	2,250	720	300	295	465
> Male:	864	344	166	115	194
> Female:	1,386	376	134	180	271
▼ Income in the past 12 months at or above poverty level:	30,662	12,761	6,428	3,981	2,431
> Male:	15,515	6,310	2,990	1,916	1,358
> Female:	15,147	6,451	3,438	2,065	1,073

Columns
 Cell/Column Notes

Table Notes

POVERTY STATUS IN THE PAST 12 MONTHS BY SEX BY AGE

Survey/Program:
 American Community Survey
Universe:
 Population for whom poverty status is determined
Year:
 2019
Estimates:
 5-Year
Table ID:
 B17001

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.

The 2015-2019 American Community Survey (ACS) data generally reflect the September 2018 Office of Management and Budget (OMB) delineations of metropolitan and micropolitan statistical areas. In certain instances, the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB delineation lists due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Explanation of Symbols:

- An "*" entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
- An "-" entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution, or the margin of error associated with a median was larger than the median itself.
- An "-" following a median estimate means the median falls in the lowest interval of an open-ended distribution.

Utility Coordination Responses

James Landry

From: LAMANTIA, ANGELO C <al1242@att.com>
Sent: Friday, January 10, 2020 8:17 AM
To: Stephan Summers
Subject: RE: DES-1700022 US 231 at Cline Ave Roundabout Utility Initial Notice

Follow Up Flag: Follow up
Flag Status: Flagged

Stephan,

AT&T has buried cables within the project limits that will be affected by the proposed project. Please send all further correspondence directly to my attention. Once you have plan and profile sheets I can mark up our facilities.

Angelo LaMantia

Mgr. OSP Engineering Design Construction & Engineering
ATO, Midwest C&E

AT&T

302 S East St, Crown Point, IN 46307
o 219.662.4418 | m 219.776.7780 | al1242@att.com

MOBILIZING YOUR WORLD

James Landry

From: Smith, Larry <Larry_Smith3@comcast.com>
Sent: Thursday, January 9, 2020 4:19 PM
To: Stephan Summers
Subject: RE: DES-1700022 US 231 at Cline Ave Roundabout Utility Initial Notice

Follow Up Flag: Follow up
Flag Status: Flagged

Stephan,
Comcast has aerial and underground cables in the construction limits and I personally guarantee that we are in conflict.
As soon as you receive NIPSCO relocation Drawings please forward as I will need them for my work plan.

Thanks

Larry Smith
Construction Specialist
16 W 84th Dr.
Merrillville IN 46410
574-320-8203



James Landry

From: Adam Lamb <alamb@eegosp.com>
Sent: Monday, January 13, 2020 11:56 AM
To: Stephan Summers
Cc: 'SWright@IntelligentFiber.com'; Brian Cravens
Subject: RE: DES-1700022 US 231 at Cline Ave Roundabout Utility Initial Notice

Good afternoon Stephan. IFN does have a buried fiber line along the south side of US 231 in this project area. Please send plans for review when they are available. Thank you.

Adam Lamb, PE
Lead Engineer



Ellis Engineering Group | 3921 Clarks Creek Rd. | Plainfield, IN 46168 | Mobile: 317-697-2123

From: Shawn Wright <swright@intelligentfiber.com>
Sent: Thursday, January 9, 2020 1:04 PM
To: Brian Cravens <bcravens@eegosp.com>; Adam Lamb <alamb@eegosp.com>; Sally Partin <spartin@eegosp.com>
Cc: Keith Hamm <khamm@intelligentfiber.com>; Bruce Speck <bspeck@intelligentfiber.com>
Subject: DES-1700022 US 231 at Cline Ave Roundabout Utility Initial Notice
Importance: High

FYI, Yea brand new fiber.

James Landry

From: Zetina, Kendallyn <Kendall.Zetina@centurylink.com>
Sent: Monday, January 13, 2020 11:53 AM
To: Stephan Summers
Subject: Return to Requester: DES-1700022 US 231 at Cline Ave Roundabout Utility Initial Notice
Attachments: Utility Map.pdf

Stephan,

CenturyLink Communications, LLC (National Fiber Optic longhaul/metro network) has received your utility notice dated 01/09/2020 regarding the US 231 at Cline Ave Roundabout ("Project"). In response to your inquiry please find the enclosed drawings indicating the approximate location of the CenturyLink telecommunications facilities (the "Facilities"). Note that the locations of Facilities shown on these drawings are only approximate and CenturyLink hereby disclaims any responsibility for the accuracy of this information. Persons working in the area covered by these drawings must contact the statewide Call-Before-You-Dig System to ascertain the location of underground facilities prior to performing any excavation.

After reviewing the information you provided it is uncertain whether the Project will impact the Facilities.

The Facilities have been constructed on private property and/or public right of way with the authorization of the applicable property owner. Prior to any work being performed by or on behalf of CenturyLink all costs associated with the adjustment and/or relocation of the Facilities are required to be paid in full to CenturyLink.

Please review the enclosed information. If it is determined that an adjustment and/or relocation of the Facilities is necessary to accommodate the Project, please contact the undersigned to discuss and reference the file number **166398 IN** with any future communications. Any changes or additions to the Project plans or parameters should be submitted to CenturyLink for review of potential new impacts to the CenturyLink facilities. Unless CenturyLink receives information that such adjustment or relocation is necessary it will assume that any potential conflict between the Project and Facilities has been eliminated.

Thank you,

Kendall Williams-Zetina

Business Analyst

Relocations Department

CenturyLink

100 S. Cincinnati Ave., Suite 1200

Tulsa, OK 74103

p: 918-547-0547

e: Kendall.Zetina@centurylink.com



Please send all initial requests to NationalRelo@centurylink.com to ensure visibility by the department.

James Landry

From: DGarrett@NiSource.com on behalf of utilitycoordination@nisource.com
Sent: Thursday, January 16, 2020 11:32 AM
To: Stephan Summers
Cc: JYankauskas@NiSource.com; gasengcosttech@nisource.com
Subject: Re: DES-1700022 US 231 at Cline Ave Roundabout Utility Initial Notice
Attachments: 2020-01-09 Initial Notice Letter_1700022.pdf; US 231 Cline Ave 1700022 Exhibit.pdf; Work Plan Template_1700022.doc

Follow Up Flag: Follow up
Flag Status: Flagged

Stephan,

Thank you for the notification of Des#1700022.

After review, NIPSCO has both gas and electric within the project area. I have attached maps of these facilities for planning purposes only.

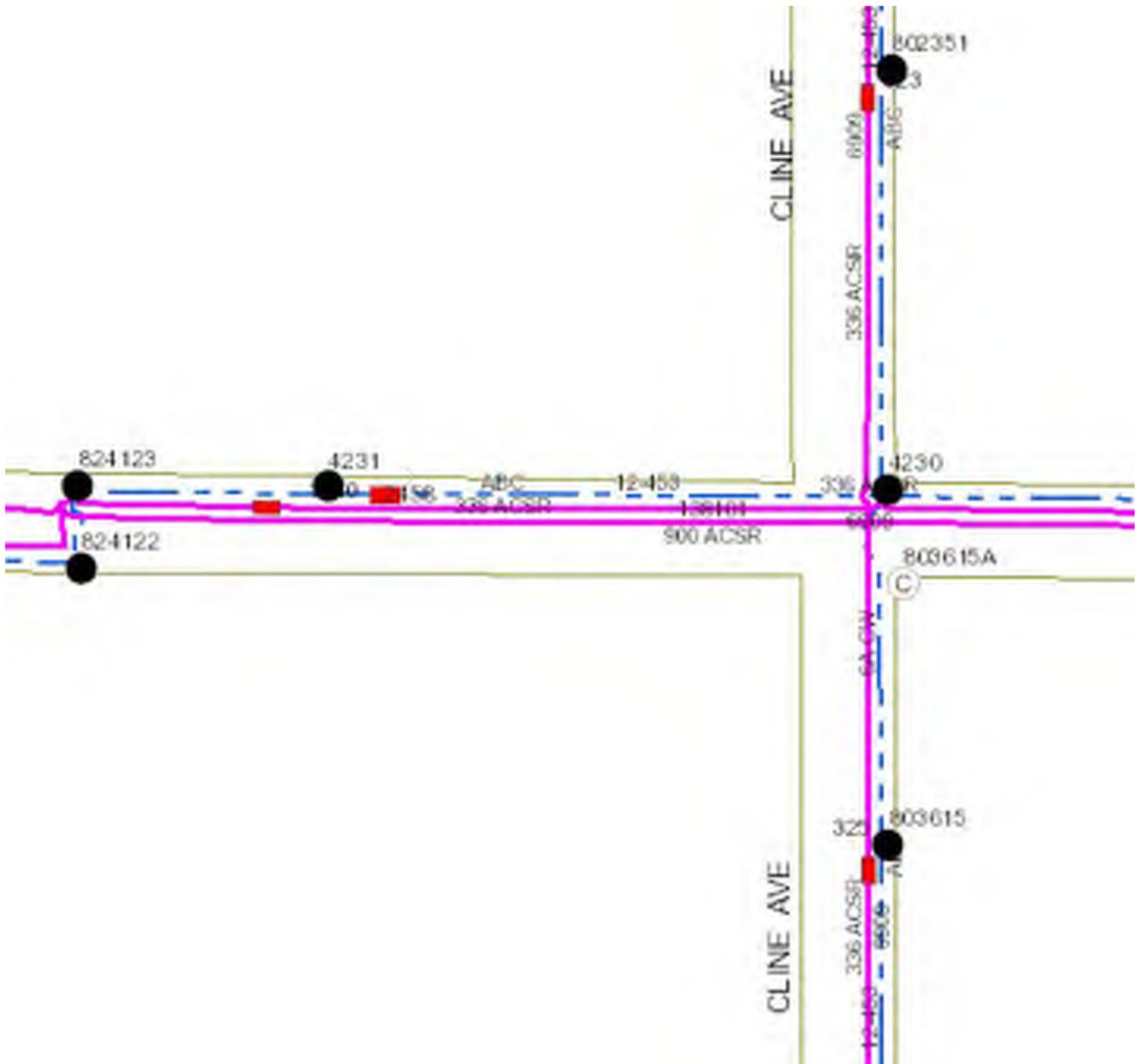
If you have any questions or need additional information regarding this project, please let me know.

Jerrid - Please assign a electric engineer.

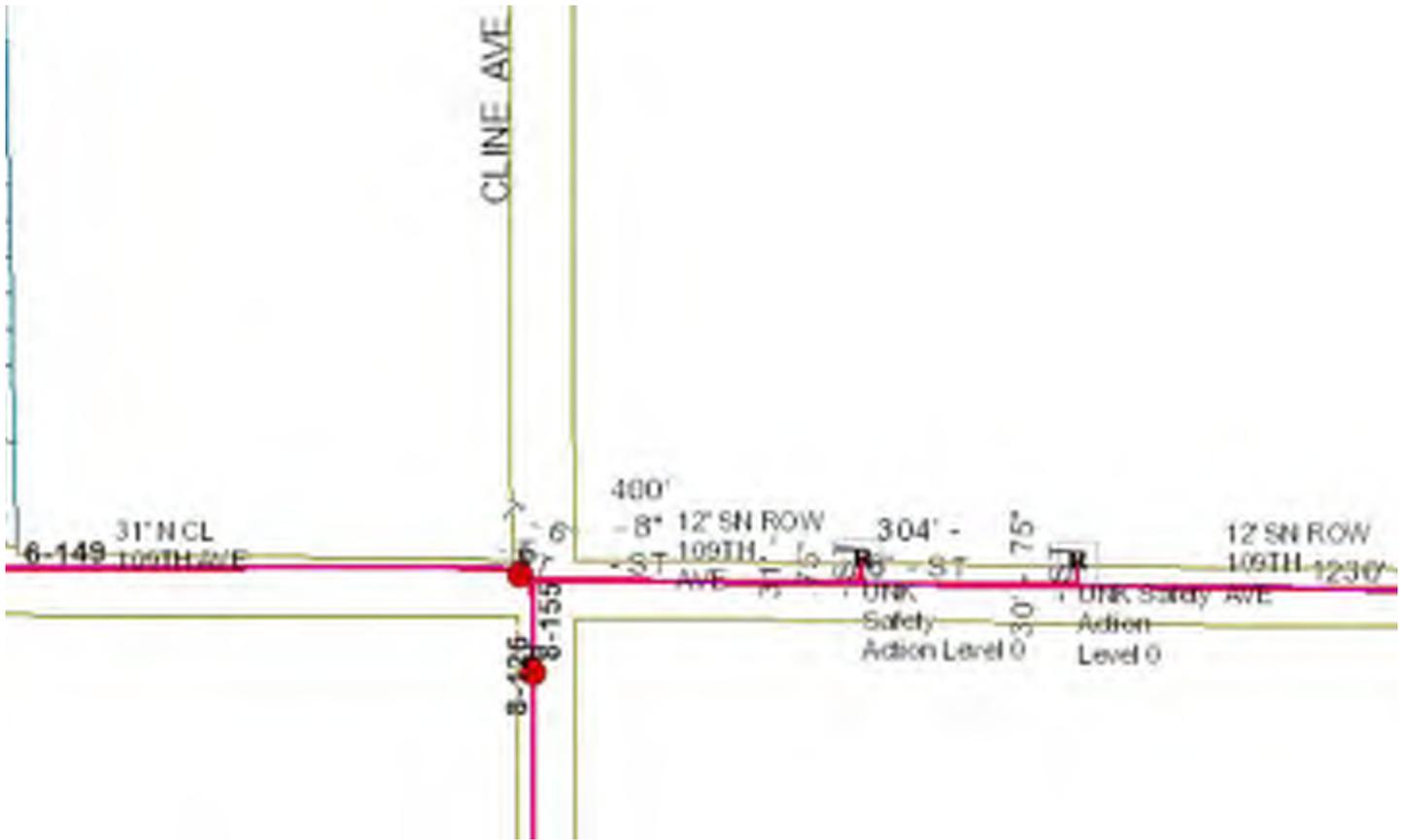
Kate or Christine - Please assign a gas engineer.

Thank you.

NIPSCO electric GIS, there is a 138 kV pole line with 69 KV and 12.5 kV under build on the north side of US-231. Also, there is 69 kV pole line with 12.5 kV under build on Cline Avenue.



NIPSCO gas GIS, there is a 8" steel gas main on US-231 and a 8" gas main running south of US-231 on Cline Avenue.



Dean A. Garrett

NIPSCO
 Senior Project Engineer
 801 E. 86th Avenue, Merrillville, IN 46410
 Phone: (219) 647-6260
 Mobile: (219) 713-6929
 Fax: (219) 647- 5222
 E-mail: dagarrett@nisource.com

From: Stephan Summers <ssummers@troycgroup.com>
 To: "SPINDLER, MATT" <ms4822@att.com>, "Smith, Larry" <Larry_Smith3@comcast.com>, "SWright@IntelligentFiber.com" <SWright@IntelligentFiber.com>, Keith Hamm <khamm@intelligentfiber.com>, "nationalrelo@centurylink.com" <nationalrelo@centurylink.com>, "utilitycoordination@nisource.com" <utilitycoordination@nisource.com>, "rphyarazan@stjohnin.com" <rphyarazan@stjohnin.com>, "BPPipelinesROW@bp.com" <BPPipelinesROW@bp.com>,
 Date: 01/09/2020 10:55 AM
 Subject: DES-1700022 US 231 at Cline Ave Roundabout Utility Initial Notice



James Landry

From: JMcCook@nisource.com
Sent: Monday, January 20, 2020 9:28 AM
To: Stephan Summers
Subject: Re: Fw: DES-1700022 US 231 at Cline Ave Roundabout Utility Initial Notice

Follow Up Flag: Follow up
Flag Status: Flagged

Good morning Stephan,

I look forward to working with you on this project assuming NIPSCO's gas main is not in conflict with your construction plans. I will need your design plans and proposed grade cuts for review.

Thanks,



Jaylyn McCook | Associate Gas Field Engineer - Crown Point | www.Nipsco.com
20 South Joseph Street | Crown Point, IN 46307
☎ Cell: 219-713-7323 | ✉ jmccook@nisource.com

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From: Gas Engineering Cost Tech/NCS/Enterprise
To: Jaylyn McCook/NCS/Enterprise@NISOURCE,
Cc: NIPSCO Utility Coordination/NCS/Enterprise@NISOURCE, Dean Garrett/NCS/Enterprise@NISOURCE, ssummers@troyergroup.com
Date: 01/17/2020 01:36 PM
Subject: Fw: DES-1700022 US 231 at Cline Ave Roundabout Utility Initial Notice
Sent by: Kate DeMik

Good Afternoon,

The gas engineer assigned to this project is Jaylyn McCook. Jaylyn please work with Stephan Summers going forward. The approved work plans are due by 12/20.

Thank you!

Kate DeMik
Project Cost Tech II
Gas Engineering
NIPSCO
219-647-4409
ksdemik@nisource.com

James Landry

From: jrskiff@NiSource.com
Sent: Wednesday, January 22, 2020 12:08 PM
To: Stephan Summers
Cc: DAGarrett@NiSource.com
Subject: Re: Fw: DES-1700022 US 231 at Cline Ave Roundabout Utility Initial Notice
Attachments: pic03902.gif; pic00153.gif

Follow Up Flag: Follow up
Flag Status: Flagged

Stephan,

This is a follow up to my phone call a few minutes ago. Just to reiterate, Nipsco has 138kv, 69kv and 12.5kv crossing at this intersection. Relocation of the poles will require an outage on the 138kv and 69kv circuits. Most times the 12.5kv can be worked while it is energized.

It is very important to know due to the 138kv circuit, any pole relocation will require a minimum of a 14 month lead time from receiving the Letter to Proceed notification before we can begin construction. This is because Nipsco is regulated by MISO (Midcontinent Independent System Operator) and they determine the lead times based on the different voltages.

Please send me the electronic autocad file as soon as possible and I will begin designing a reroute if necessary.

If you have any questions please feel free to contact me at any time.

Thank you
Jim Skiff
Nipsco
Project Engineer
801 E 86th Ave,
Merrillville, In. 46410
219-647-5411
219-765-0766

From: NIPSCO Utility Coordination/NCS/Enterprise
To: James Skiff/NCS/Enterprise@NISOURCE,
Cc: Jerrid Yankauskas/NCS/Enterprise@NISOURCE
Date: 01/22/2020 10:15 AM
Subject:Fw: DES-1700022 US 231 at Cline Ave Roundabout Utility Initial Notice
Sent by: Dean Garrett

FYI

----- Forwarded by Dean Garrett/NCS/Enterprise on 01/22/2020 10:14 AM -----

From: NIPSCO Utility Coordination/NCS/Enterprise

Drainage Board Coordination

James Landry

From: Stephan Summers
Sent: Monday, February 6, 2023 9:51 AM
To: James Landry
Subject: FW: Des-1700022 US 231 at Cline Ave
Attachments: 1234_20 US231 & Cline Intersection.pdf

FYI

Stephan M. Summers
Executive Director of Transportation
ssummers@troycgroup.com | c [219.779.5532](tel:219.779.5532)
3930 Edison Lakes Pkwy, Mishawaka, IN 46545 | troycgroup.com



From: Grylewicz, Michael J <MGrylewicz@indot.IN.gov>
Sent: Thursday, January 12, 2023 1:25 PM
To: Stephan Summers <ssummers@troycgroup.com>
Subject: FW: Des-1700022 US 231 at Cline Ave

Hi Stephan

Please see the email and attachment below.

Let me know what will need to be still put together and what we have one hand.

Thank you,

Michael Grylewicz
Project Manager
LaPorte District
Capital Program Management

Indiana Department of Transportation
315 East Boyd Boulevard
LaPorte, IN 46350

Cell: (219) 851-0169

Phone: (219) 325-7539

Email: mgrylewicz@indot.in.gov



From: Emerson, Bill J <emerson@lakecountyin.org>
Sent: Thursday, January 12, 2023 12:20 PM
To: Grylewicz, Michael J <MGrylewicz@indot.IN.gov>

Cc: Daniel Gossman <gossmdv@lakecountyin.org>; Clifford Duggan <duggace@lakecountyin.org>

Subject: RE: Des-1700022 US 231 at Cline Ave

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Michael,

I attached Frank's 9/22/22 letter with requested information. Although we are asking another consultant to review what Frank has done and take the ball from here, we will require at least this information to finalize our review. We also have to get you our stormwater review fee calculation. We will get that to you shortly.

-Bill

Bill Emerson, Jr., P.E.

Lake County Surveyor

2293 N. Main Street

Crown Point, IN 46307

emerson@lakecountyin.org

(219) 755-3745

From: Grylewicz, Michael J <MGrylewicz@indot.IN.gov>

Sent: Thursday, January 12, 2023 12:13 PM

To: Emerson, Bill J <emerson@lakecountyin.org>

Subject: RE: Des-1700022 US 231 at Cline Ave

External Email

Do not click any links or open attachments unless you know and trust the sender and are expecting this message.

—
Bill,

We will also send you over the Hydraulic Calculations, but I do not remember the other items that were requested.

Will the SWPPP and the Hydraulic Calculations be enough to determine how our drainage will be impacted by the project?

Thank you,

Michael Grylewicz

Project Manager

LaPorte District

Capital Program Management

Indiana Department of Transportation

315 East Boyd Boulevard

LaPorte, IN 46350

Cell: (219) 851-0169

Phone: (219) 325-7539

Email: mgrylewicz@indot.in.gov



From: Emerson, Bill J <emerson@lakecountyin.org>
Sent: Thursday, January 12, 2023 11:58 AM
To: Grylewicz, Michael J <MGrylewicz@indot.IN.gov>
Subject: RE: Des-1700022 US 231 at Cline Ave

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Hi Michael,

I am working on that now, but I am looking at Frank Stewart's first review and he requested hydraulic calcs and other data to show you meet our local ordinance. Are you going to provide that?

-Bill

Bill Emerson, Jr., P.E.
Lake County Surveyor
2293 N. Main Street
Crown Point, IN 46307
emerson@lakecountyin.org
(219) 755-3745

From: Grylewicz, Michael J <MGrylewicz@indot.IN.gov>
Sent: Thursday, January 12, 2023 11:50 AM
To: Emerson, Bill J <emerson@lakecountyin.org>
Subject: RE: Des-1700022 US 231 at Cline Ave

External Email

Do not click any links or open attachments unless you know and trust the sender and are expecting this message.

—
Hi Mr. Emerson,

I just wanted to follow up on our phone call on Monday where you said you'd look into the review of our drainage plan by your new consultant.

Have you heard back as to when that would be done?

Thank you,

Michael Grylewicz
Project Manager
LaPorte District

Capital Program Management

Indiana Department of Transportation
315 East Boyd Boulevard
LaPorte, IN 46350

Cell: (219) 851-0169

Phone: (219) 325-7539

Email: mgrylewicz@indot.in.gov



From: Grylewicz, Michael J

Sent: Wednesday, January 4, 2023 7:33 AM

To: Emerson, Bill J <emerson@lakecountyin.org>; Michael C. Repay <repaymc@lakecountyin.org>; Daniel Gossman <gossmdv@lakecountyin.org>; Clifford Duggan <duggace@lakecountyin.org>

Cc: Stephan Summers <ssummers@troycgroup.com>

Subject: RE: Des-1700022 US 231 at Cline Ave

Good morning everyone,

I wanted to follow up on the documents for the SWPPP that were sent over a few weeks ago and make sure there was nothing else you received. I would like to set up a meeting if possible to discuss if there is anything else we can do to help. As I know Mr. Barman is in contact with you all to see how the progress of our coordination is going. I would really appreciate if an update could be given or a meeting time suggested.

We will do our best to provide what you need to allow this project to move forward and moving forward in our R/W process is contingent on our coordination, so continuous communication will be very beneficial for us all.

Thank you,

Michael Grylewicz

Project Manager

LaPorte District

Capital Program Management

Indiana Department of Transportation
315 East Boyd Boulevard
LaPorte, IN 46350

Cell: (219) 851-0169

Phone: (219) 325-7539

Email: mgrylewicz@indot.in.gov



From: Grylewicz, Michael J

Sent: Friday, December 30, 2022 6:37 AM

To: Emerson, Bill J <emerson@lakecountyin.org>

Subject: RE: Des-1700022 US 231 at Cline Ave

Importance: High

Good morning Mr. Emerson,

I wanted to reach out and ask if you received the documents Troyer sent over to you a couple of weeks ago?

I was told through our land acquisition buyers that Mr. Townsend who I am sure you know is Mr. Barman's attorney, that INDOT has not been cooperating with the requests you gave us.

So I wanted to make sure I am on the same page as you as to what you were looking for from us. We are definitely trying to work with the drainage board.

Could we schedule a meeting to discuss what all you are wanting from INDOT and our consultant Troyer to share with you to make sure we can resolve this?

Thank you,

Michael Grylewicz

Project Manager

LaPorte District

Capital Program Management

Indiana Department of Transportation

315 East Boyd Boulevard

LaPorte, IN 46350

Cell: (219) 851-0169

Phone: (219) 325-7539

Email: mgrylewicz@indot.in.gov



From: Stephan Summers <ssummers@troyergroup.com>

Sent: Monday, December 12, 2022 6:35 AM

To: Emerson, Bill J <emerson@lakecountyin.org>

Cc: Grylewicz, Michael J <MGrylewicz@indot.IN.gov>; James Landry <jlandry@troyergroup.com>

Subject: Des-1700022 US 231 at Cline Ave

Importance: High

****** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ******

Hello Mr. Emerson,

We sent over a Sharepoint link for the SWPPP on the US 231 at Cline Avenue Project. Let us know when you have retrieved the information for your review.

Have a great day and thank you,

Stephan M. Summers

Executive Director of Transportation

ssummers@troyergroup.com | c [219.779.5532](tel:219.779.5532)

3930 Edison Lakes Pkwy, Mishawaka, IN 46545 | troyergroup.com